PUBLIC SAFETY

OCTOBER 1951

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CHICAGO, OCTOBER 8-12, 1951

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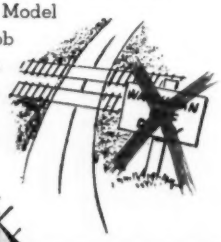

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FLINT, MICHIGAN, STEPS AHEAD!

Increases Police Efficiency with Additional Harley-Davidsons

Shown above is the new, all-Harley-Davidson mounted traffic squad at Flint, Mich. Left to right: Thomas Haley, Gene Blackman, Vernon Humphry, Charles Raab, Willard Johnson, Leo Edwards, Carl Boyle, Donald Wright, Nelson Burleigh, Donald Thorpe. Standing: left to right: Captain George Ringler, Chief James T. Byars and Dealer Herb N. Johnson.

SPURRED by a marked increase in speeding on city streets and mounting disregard of traffic laws, Flint has enlarged its motorcycle squad to ten. Three late model Harley-Davidson solo machines and seven Servi-Cars are now on full-time duty. Captain Ringler of the Flint Traffic Bureau says, "We're pressing our speed control program and with this motorcycle force we believe we'll be able to combat speeders effectively and cut down the accident rate."

In other communities throughout the nation, traffic violation is also an ever-growing problem. And like Flint, more and more cities are increasing the strength of their motorcycle squads and adding more Harley-Davidsons. Your city can benefit likewise. These big, powerful machines are unequalled for police work. They handle easily, steer effortlessly, hug the road, ride comfortably and help the mounted officer do his duty more quickly and effectively. Ask your dealer for complete information on the 1952 Harley-Davidson Police Motorcycles, Servi-Cars and Sidecars, or write . . .

HARLEY-DAVIDSON MOTOR COMPANY, Milwaukee 1, Wis.

POLICE MOTORCYCLE MANUAL

You'll find many helpful ideas for your traffic department, in this new, illustrated 16-page booklet. It's chock-full of information about police motorcycles and their use in law enforcement and accident prevention work. Your copy will be sent promptly on request. No obligation. Write today.

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and benefits 4 ways

1 **Better traffic control**
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Troy joins the scores of other progressive cities that are getting more economical, more trouble-free traffic control with the installation of Mark-Time Manual "Hurricane" Parking Meters. It's the simplicity and ruggedness of the Mark-Time design, combined with the special weather-proof features, that keeps the "Hurricane" functioning continuously in all types of weather. And it's that dependable Mark-Time year-round performance that keeps maintenance costs down and revenue up. Additional revenue is obtained by facing the dial side inward, which eliminates the roving meter "chiselers".

MARK-TIME

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Manufactured and sold in Canada by Ontario Hughes Owens Co. Ltd., of Ottawa, Ontario

PUBLIC SAFETY

OCTOBER, 1951

VOLUME 40, NUMBER 4

. . . BETWEEN STOPS . . .

LIE flat on your back in front of the main entrance to the Stevens Hotel—headquarters for the 39th National Safety Congress and Exposition—and you will get the same perspective as did Cliff Benton, NSC staff artist and photographer, who came up with this unusual slanted view for this month's cover.

* * *

If you live in South Chicago, don't be in any hurry to answer the doorbell when it rings; you just might get shot in the rush. At least that's what happened to Mrs. Inez Sweede and her 2-year-old son Robert recently. Seems that when the door bell rang, Mrs. Sweede picked up Robert and started to answer. Her brother, Edward Ianconelli, also heard the bell, jumped out of bed, kicking over a dresser. The dresser knocked over a 410-gauge shotgun leaning against it.

The gun discharged as it hit the floor, spraying Mrs. Sweede's legs with pellets through a door. Robert received powder burns.

In the confusion that followed, no one ever learned who had rung the doorbell.

* * *

Here's an excerpt from an old Japanese digest of traffic laws and ordinances that ought to be titled—"Hennessy, Tennessee, Tootle the Flute"—

"At the rise of the hand of policeman, stop rapidly. Do not pass him by or otherwise disrespect him.

"When a passenger of the foot hove in sight, tootle the horn trumpet to him melodiously at first. If he still obstacles your passage, tootle him with more vigor and express by word of mouth the warning 'Hi, Hi'!

"Beware of the wandering horse that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go soothingly by, or stop at the roadside till he pass away. Give big space to the festive dog that make sport in the roadway. Avoid tanglement of the dog with your wheel-spokes. Go soothingly on the grease-mud, as there lurk the skid-demon. Press the brake of the foot as you roll around the corner to save the collapse and the tie-up."

A close scrutiny of this Nipponese rule book makes it quite clear that biggest emphasis is on "tootling" the flute.

IN THIS ISSUE . . .

Kangaroo Run . . . . . *Alfred C. Finch* 4

Evanston is Solving Its Parking Problem . . . . *Frank Andrews* 7

You Have to Tell 'Em to Sell 'Em . . . . . *Hiram M. Smith Jr.* 8

Chicago Tackles Traffic Tangles . . . . . *William R. Marston* 10

Pay Day at Camp McCoy . . . *Robert A. Matson* 12

Accent on Training . . . . . *Chris Imhoff* 14

Ohio Rates Her Roadways . . *Barney O'Donnell* 17

The Fifth Horseman 18

Los Angeles Transit's Safer . . . . *Frank Davin* 24

The Traffic Toll . . . . . *H. Gene Miller* 32

Departments

Green Cross News.....19
Loose Gravel 20
New Publications 22
Coming Events 23
Operation Safety 30
Safety Posters 30

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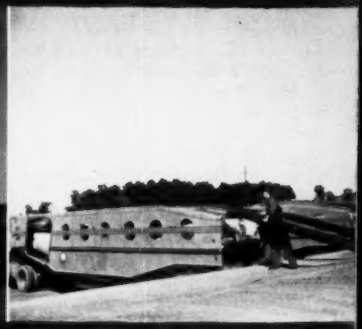
REG. U. S. PAT. OFF.

KANGAROO

By Alfred C. Finch, Fleet Safety Engineer, NSC, Commercial Vehicle and Transit Division.

Bill Crist, Burnett safety director, talks over safety program with George Burnett.



driver raises upper ramp, locks it up. the lower carrier section—all the way to

RUN

New vehicles parked at the Burnett terminal at South Bend must travel counter-clockwise. Traffic flow is thus kept in one direction.

MAN uses many ideas in his work-a-day world that are often copied from mother nature. The familiar automobile carriers that ply our highways, for example, are a modern take-off of the carrying technique of the kangaroo. The kangaroo, we'll have to admit, is one of the pioneers in carrier operations.

Early in 1933, when George F. Burnett founded the company that bears his name, some vehicles were still driven to their destination individually, however, the swing was to the carrier operation. The industry, pioneered by individuals like George Burnett, found the carrier operation a means of preserving the newness of automobiles being delivered and bringing about economies of time and labor not to mention the added safety factor which reduced the chance of human error from four to one.

From a small start in 1933, George Burnett built his company into one of the better known carriers in the business. "Although not one of the biggest, we're considered a good operation," Burnett proudly remarked as we questioned him about his organization. A large share of the credit, we learned, goes to "George" as Burnett is known to all of his employees and to the industry. Folks who've been around him for many years claim his personality and fair treatment makes working for him a pleasure. "His is an open door policy" and he's never too busy to listen to any one of his "co-workers" as he often refers to his employees.

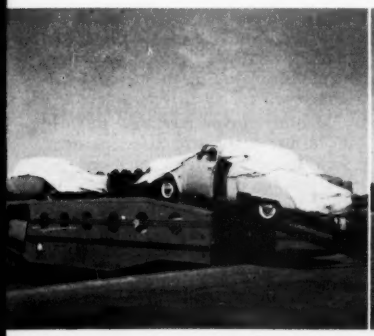
Today, Burnett's drivers deliver Studebakers as far west as Nebraska and up to North Dakota. They also push east to the Atlantic Coast from New York to Virginia.

An operation as extensive as this requires good drivers. The person at Burnett who sees that they stay this way is Bill Crist. Although a relative newcomer at Burnett's, Bill is not new to the automobile transport business. He started in the game in the early 30's and except for a short spell during World War II, when he was engaged in law enforcement work, Bill cut his eyeteeth on all the various problems of the automobile transport industry from dispatch through operating management. With his long and varied background, Crist is a valuable man to Burnett's as director of safety and personnel.

Bill Crist's traffic work came in handy, too, when Burnett opened its new terminal on West Ireland Road, South Bend. The bird's eye view of the terminal accompanying this article gives you some idea of the traffic problem they were faced with. Their property, which extends over several acres, is capable of handling more than a thousand vehicles a day. Unless the dispatching of vehicles which come and go in an endless chain of movement and shuffling is well regulated, considerable damage could be done before they were even loaded. Bill decided to route traffic in one direction only.

Since all vehicles must pass through

Turn Page



Not a scratch on any of them at either end. Driver nurses the last car aboard.

Wrap them up. Cars are carefully chained and ramp rails stored in carrier hold.

Ready for the Kangaroo Run. Driver goes over his precious cargo before taking off.

KANGAROO RUN

Truck body of pulling unit is carefully fitted to the one mounted on the saddle. Most trucks are moved by day.

Truck is carefully mounted on saddle prior to the driveaway. Workers are careful to avoid scratching finish.

the check-in gate to be inspected and the driver assigned a designated parking bay number, the gate was used as the starting point for controlling traffic. Whether a vehicle is to be parked 100 feet from the gate or at the most remote corner, it is required to travel in a counter-clockwise direction. Although this means circling the field for some units, it prevents the formation of opposing lanes of traffic. The driver doing the parking and unparking can give closer attention to his clearances because he only has to watch traffic from one direction, not two.

Proof that the system pays off is demonstrated by the fact that only one new piece of equipment has been damaged on the company lot during the last year. This happened when brakes failed on a new car. Damage was negligible, although it could have been considerable had the car been opposed by oncoming vehicles.

Of course, similar, if not greater, emphasis is placed on road operation. That's why Burnett has enjoyed a favorable accident record for a long time and has further reduced the frequency of accidents of both its driveaway and truckaway units during the last few years. For example, the truckaway frequency was .93 for the year 1949. The first half of 1951 shows this group with a rate of .55. The driveaway group had a rate of 1.60 in 1949 and for six months of 1951 reduced it to 1.05. This is better than the average frequency rate for similar operations reported in the Automobile Transport Divisions of the National Fleet Safety Contest. The average frequency rate for reporting truckaway operators for 11 months of the contest ending in May 1951 was 1.35, for all driveaway operators 1.70.

Careful screening and particular emphasis on driver selection has helped Burnett obtain drivers of high calibre. Because the company has a remarkable reputation in the industry they have had no trouble obtaining qualified drivers. They generally have a waiting list of men who hope to get on Burnett's payroll. In fact Bill Crist can't remember when they last placed an advertisement for new drivers.

The record of drivers who have come to the company with little or no previous professional driving experience has been so good that they prefer to hire newcomers. "We find it easier to show a new man the ropes than to break an old timer of bad driving habits," claims Bill Crist.

The man who is responsible for driving training is Kenneth J. "Red" Gibson. Red started with Burnett over a decade ago and is their outstanding driver. When Red came to Burnett he established a new precedent. Prior to that time Burnett operated its own vehicles exclusively and all drivers were company drivers. Red had his own rig and had tried unsuccessfully to convince George Burnett to take him on in a broker operation. A company vehicle breakdown paved the way for Red to prove his point. He did a good job of selling management on this type of operations and today Burnett has a mixture of company and broker drivers with each group doing equally well.

When Red breaks in a new man he stays right with him until he thoroughly understands the operation. A few check rides are made before the rookie is on his own. Throughout the training and indoctrination period emphasis is placed on doing the job the right way—the safe way—the economical way. Use of the National Safety Council's complete transportation service helps to establish safe driving consciousness in the new man and the monthly reminder materials help to keep him and the older boys on their toes. The Driver Letter and *Safe Driver* magazine are distributed monthly and safety posters are prominently displayed in an attractive bulletin board for all drivers to see.

Monthly driver meetings are held to further emphasize safe operation. Such items as careful highway and city driving is discussed and weather problems are analyzed.

Careful weather operations is a chief reason Burnett enjoys a favorable accident experience. Operating in the snow belt, they pay particular attention

To Page 21

Evanston police are tough on overtime parkers in the business district, but shoppers may park for three hours in this off-street lot for 5c hourly fee. All net meter revenue goes to provide off-street parking facilities for motorists.

EVANSTON IS SOLVING ITS PARKING PROBLEM

By Frank Andrews, Lieutenant,
Traffic Bureau, Evanston (Ill.) Police Department.

STRICT enforcement of parking regulations plus the wise use of parking meter revenues to provide "Off Street" parking space is playing a major role in helping the City of Evanston to solve its parking problem.

Evanston, Illinois has a population of 73,000, occupies an area of 8.2 square miles, lies right across the street from Chicago, is located in Cook County (population 4½ million—vehicle registration 1 million), and has all the ingredients—geography, population and registration—with which to whip up a congestion cocktail de luxe with its consequent parking problem—king-sized.

Evanston had this traffic hangover and the parking headache to boot.

Before World War II, the city had the usual 30, 60, 90-minute and two hour parking restrictions which were enforced by one man on a three-wheeled motorcycle who would chalk tires and return a specified time later to check and issue arrest notices if there were any violations. There was a lot of cheating with this method as drivers would erase the chalk marks or would move the cars a short distance forward or back to hide the marks under the fenders or under the tires.

A survey made at that time showed that only an average of 3.4 cars per space per day was the turn-over of vehicles in the 800 "On Street" parking spaces in the downtown shopping area. A few small, private "Off Street" parking lots maintained by several of the more progressive merchants helped to increase the daily parking capacity of the downtown area. After the war another "Servi-Car" and man was added to check parking but it soon became apparent that this was not enough to handle the steady increase of cars that needed to park in the main shopping center.

A parking committee was appointed by Mayor S. G. Ingraham. Parking meters were discussed and, following a year of study, their installation was recommended and meters placed in operation in April, 1948. The reasons for adopting parking meters were: First, to provide a better check on parked cars and therefore a better turn-over on cars parked in "On Street" parking spaces and, second, to provide funds for the acquisition and maintenance of property for "Off Street" parking lots.

A great deal of thought and study was given to the drafting of an Ordinance on Parking Meter Regulations, so that these results could be accomplished and the following excerpts from the Ordinance made these steps possible:

APPLICATION OF PROCEEDS: Collection of coins from operation of parking meters shall be under the supervision of the City Collector and shall be deposited by him with the City Treasurer. Net proceeds from the operation of park-meters, after payment of cost of meters and installation thereof, and after payment of maintenance, operation and supervision expense, shall be used for the acquisition, improvement, and operation of public parking facilities, as the City Council may from time to time authorize and direct.

OVERTIME PARKING PROHIBITED: No person shall permit any vehicle within his control to be parked in any parking space in said parking meter zone during the restricted and regulated parking time while the parking meter for such space registers by sign, signal or other device that the legal parking time in such parking space has expired.

ACTS PROHIBITED: a. The placement, parking or leaving of any vehicle in any parking space within the parking meter zone beyond the lawful parking period as prescribed by this or any other ordinance or police regulation in said City of Evanston.

b. The deposit in a parking meter

To Page 40

YOU HAVE TO TELL 'EM TO SELL 'EM

By Hiram M. Smith, Jr., Director, Public Relations, Governor's Highway Safety Committee, Commonwealth of Virginia

Trooper John H. Thomas of the Virginia State Police rehearses an Operation Safety script with staff members of WRNL, Richmond.

SAY to an average Virginian, "At the rate we're going, 37,800 people will lose their lives in the nation's traffic before midnight, December 31st of this year." Tell him that we'll probably kill this country's' millionth traffic accident victim *before* Christmas if we don't slow down.

Our average Virginian will shake his head, "Too bad." But he'll probably forget, because in his mind is a reservation. "That millionth man may be killed in Indiana or California, Maine or Texas. Chances are good it won't be in Virginia. And you can bet it won't be me!"

What you've just said is certainly important. But *how* you said it was more important because you failed to *hit home*. Say it this way to our average Virginian:

Tell him that the nation's traffic toll, 37,800 people is the same as having the entire population—every man, woman and child — of Danville or Petersburg, Virginia wiped out completely. He knows Danville or Petersburg. Now 37,800 means something.

Tell him he pays out of his own pocket because Virginia's share of the nation's traffic accidents should have been less. Make him realize Virginia accident-insurance rates — which *he* pays—would be a good deal lower if Virginia hadn't chalked up 46,371 reported accidents last year at a cost of nearly $46 million. Impress him with the fact that taxes could be lower, if his state didn't have to expend enormous amounts in accident prevention and enforcement incidental to control of the automobile user.

Now your Virginian will be impressed.

Traffic tragedy and the economic menace of the automobile are now encroaching upon him in his home bailiwick.

This is the basis for public safety education program planning from the state to local level in Virginia. Nationwide educational efforts, no matter how praiseworthy and well planned, simply cannot pack the power-house punch of a well-coordinated local effort.

At the same time, you can't simply say "go" and expect even the best intentioned community, citizen or organization to start saving lives effectively.

The untrained usually attack local safety problems in a haphazard manner. They are not aware of the best methods of presenting their program. Chances are, they have no program—no way to profit from the successes or mistakes of others.

Any local effort must be well planned, well executed. There must be a guide for action . . . and, a key worker on the local level to guide that action.

The Governor's Highway Safety Committee in Virginia came into being in an effort to coordinate local safety

Harold A. Butterworth, Hopewell Safety Council, posts Operation Safety poster.

efforts and to assist them in their relations with all interested official groups on the state level.

Planning assistance and materials were available from organizations operating on the national level. One tool, important as an aid to untrained, volunteer local workers in public information work, is available in the form of "Operation Safety," published by the National Safety Council. Here is a monthly kit of materials including a planning guide with a wealth of information and statistics on a particular theme of traffic safety, project suggestions to fit any budget, information on unusual projects from other safety groups, samples of available materials and prepared newspaper releases and radio scripts.

But before the Governor's Committee could most effectively utilize Operation Safety to the best interests of Virginians, several basic aspects common to any nationally prepared program had to be considered. Operating under a budget, the Committee considered that mass distribution of the kit in original form was impractical in spite of the modest cost placed on the kits by the National Safety Council. Some suggestions and projects, while suitable in many areas, did not tie in with Virginia's governmental procedure. Finally statistics were, naturally, nationwide and sometimes did not cover a problem peculiar to Virginia.

The Governor's Highway Safety Committee wanted to tell Virginians about Danville and about Petersburg and about the money that was pouring out of their own pockets because of *Virginia's* traffic accident experience.

The resulting program is a tailor-made "Virginia Operation Safety" project.

After conferring with the Safety Committee of the Virginia Association of Chiefs of Police, the Governor's Committee made arrangements to supply each chief of police of 85 larger communities with an edited facsimile of the National Safety Council's Operation Safety on a monthly basis.

The National Safety Council's planning guide, radio scripts and news releases are carefully edited to replace national statistics with local ones where advisable, to alter points not in full agreement with Virginia law or procedure, and to obtain a purely local flavor wherever possible. Pertinent publications produced by Virginia are enclosed as well as sample posters, leaflets and mats purchased from the National Safety Council with our imprint. These materials are offered as available upon request and in reasonable quantities.

These "Virginianized" Operation Safety materials are compiled into a specially designed and printed cover bearing a replica of the state seal and announcement that the kit is distributed by the Governor's Highway Safety Committee in cooperation with the Safety Committee of the Virginia Association of Chiefs of Police.

Upon receipt of the kit, the police chief either makes use of it himself or turns it over to the safety committee of an organization with which he has conferred. Where a local safety council has been established, the chairman will head the community effort.

In addition to our complete kits, copies of the edited planning guide are sent to several hundred other interested persons and organizations. These persons and groups may also receive Governor's Highway Safety Committee materials upon request.

But the Committee's cooperation with communities goes far beyond the distribution of kits and materials. Committee field men, via periodic visits, keep in personal touch with Operation Safety users, giving assistance, encouragement and advice. The Committee's central office also prepares speeches and radio or press materials of a more local nature than those supplied in the kit.

Since Virginia contains many rural sections (black spot in the traffic accident picture in most areas) portions of all materials are given a "ruralization" treatment. And, since the heads of the State Highway Department and State Police, both having jurisdiction in rural areas, are members of the Governor's Committee, coordination between educational and official programs in such areas is greatly simplified.

What has the pay-off been in Virginia to this State, to local channeling of *at home* Operation Safety materials and aid?

The little town of Culpeper staged a monthly school safety contest giving the safest school the privilege of flying a green flag. Alexandria staged a week-long drive complete with exhibits and a parade. Porstmouth now holds a monthly safety luncheon with the Governor's Committee supplying many of the speakers, as it does for other localities. Safe driver contests

To Page 44

Colonial Heights JayCees with cooperation of state, municipal and county police staged a safety school for second graders.

Governor John S. Battle presents awards to winning Virginia cities in pedestrian protection contest at Richmond luncheon.

The author at left, with Leslie J. Sorenson, City Traffic Engineer of Chicago, and Mayor Martin H. Kennelley, discuss phases of the new traffic engineering program for the windy city.

CHICAGO TACKLES TRAFFIC TANGLES

By William R. Marston
Deputy City Traffic Engineer, Chicago Bureau of Street Traffic

THE intelligent control of street traffic needs the full cooperation of all governmental, civic and political groups plus the unselfish interest and backing of the people of the community.

That's an axiom in the field of traffic control and accident prevention, for no one of these agencies or groups can accomplish the job alone.

Here in Chicago, we have that cooperation and it now appears that we will be able to keep pace with the ever-growing problem of traffic congestion. We have experienced periods of discouragement, when the problem seemed to be getting out of control, and we anticipate difficulties in working out the answers present and future. We are confident, however, that the sincere interest and whole-hearted support of Mayor Kennelley and the members of the City Council will enable us to succeed.

It has been estimated that traffic congestion is costing the City of Chicago almost a million dollars a day. Delays in terms of time and frazzled tempers, accidents and their incalculable losses in suffering, the lowered morale of workers and the disrupted schedules of mercantile and industrial establishments indicate a few of the ratholes down which this community income is being drained. But it must be remembered that Chicago has also managed miracles on very few traffic engineering dollars for a long time.

Leslie J. Sorenson has guided Chicago's traffic engineering over three decades. He is one of America's best known traffic engineers, and his ingenuity and that of his staff saved the day for traffic in Chicago during periods when sound solutions seemed doomed to abandonment for lack of funds and manpower.

Although pitifully handicapped by lack of funds, many short cuts and innovations were devised to meet apparently hopeless situations, and—sometimes—the improvisations marked a new approach to old problems in the traffic engineering field—many of which were widely copied by other great municipalities faced with the same stern economic situations.

Postwar Chicago could not cope with postwar traffic volumes via any such tinkering, however. The problem of traffic control and accident preven-

tion was obviously growing beyond solution—unless traffic engineering got a big boost, fast.

Mayor Kennelley provided the leadership and spearheaded the movement to develop a planned program to solve the problem by putting the three E's of traffic safety (to work) in balance. And traffic engineering came in for a position, comparable with its importance in this three-pronged attack on the traffic problem.

First step was to organize the municipal government to deal administratively with the problem. A sound basic law was provided and traffic engineering was given bureau status. It sounds simple but it took herculean efforts by all concerned to accomplish these necessary preliminaries.

Chicago has a modern traffic code as a result of this effort—a sound basic law, patterned after the Uniform Vehicle Code and Model Traffic Ordinance. The police department was revamped and organized to cope with the metropolitan traffic problem and the traffic engineering department reorganized.

By January 1, 1950, the Bureau of Street Traffic began to function. New and modern quarters were established in the City Hall, modern office equipment was installed, and a search begun for additional engineers competent enough to meet the standards set up for the job ahead.

The Bureau was organized to handle all phases of traffic engineering even to long-range planning—something which Chicago had, heretofore, been unable to attempt because of lack of staff and facilities.

The organizational set-up follows established principles. Four divisions have been organized to deal with traffic engineering functions—shop, planning, operations and engineering. An administrative section handles all routine matters, such as the maintenance of work files and accident records.

Other sections, organized within the divisions named, include analytical design, signal, and construction, so that all problems common to traffic engineering can be routed to a specialized group for handling.

The present staff does not permit more than a token force in some of these sections but the main organizational plan is being tenaciously adhered to until increased budget permits an expansion of the present skeleton force.

Editor's Note: Data taken from the 1950 Inventory of Traffic Safety Activities of the National Traffic Safety Contest shows that Chicago rates lowest among all cities of more than 500,000 population as far as traffic engineering staff is concerned. Milwaukee, Buffalo, Cincinnati, Pittsburgh, Minneapolis, Houston and New Orleans all were staffed more adequately than was Chicago—traffic engineering-wise. Los Angeles had 15 times as much traffic engineering staff. Philadelphia four times as much and Detroit twice as much.

Despite the handicap imposed by this limitation of manpower, Chicago's traffic engineering staff handled more than 6,000 field surveys during 1950.

The "Windy City's" 212 square miles, 3,700 miles of street, 2,000 miles of alleys and 26,000 street intersections require a vast amount of attention from the traffic engineers. This entails a volume of field work and correspondence, and under the new organization a special filing system was set up to handle it.

Every complaint or suggestion whether received verbally or via correspondence is carefully catalogued. A numbered project card is prepared for each of them. A master card in the Administrative Section shows the exact status of each survey at any time. Another card of a different color automatically goes to the field engineers for handling, and eventually finds its way back to the master file.

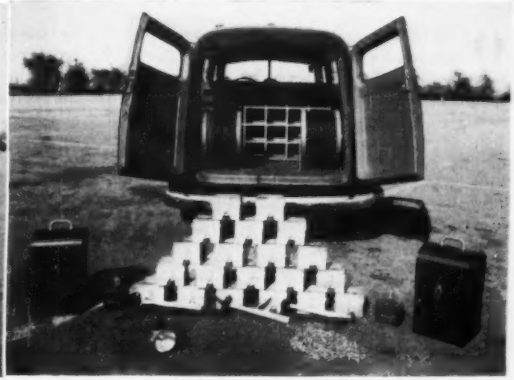
When this card does arrive at the master file, it carries a substantial amount of literature appended to it. For all sign installation orders, engineering reports, accident analysis, traffic data, and letters in answer to the original complaint or suggestion gravitate to this card to complete the record.

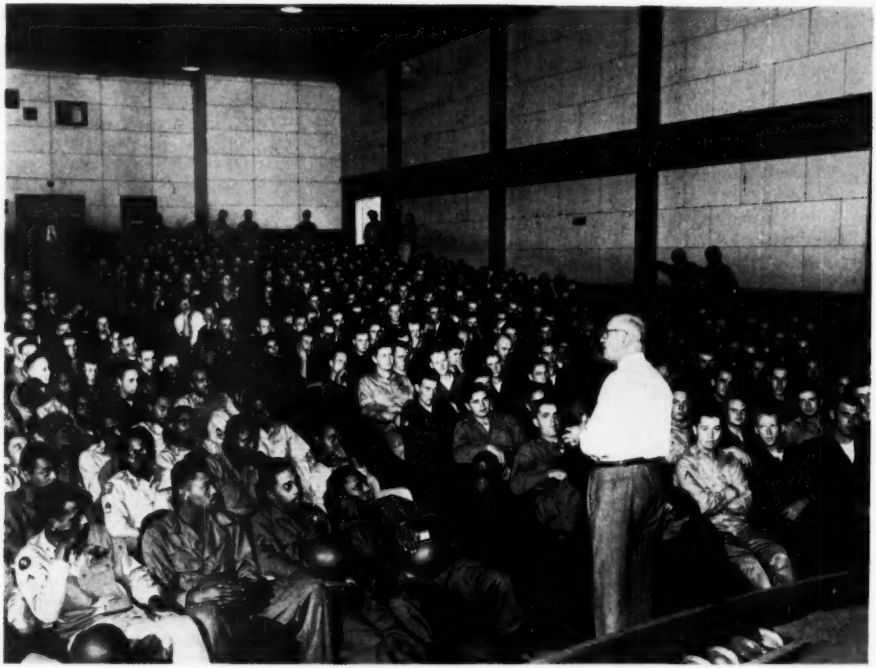
Field survey work is handled by a group of engineers in the Engineering Division. Problems encountered by the staff of this division usually involve accident data or traffic counts and sometimes both. The needed information is available on request from the Analytical and Statistical Section.

Due to the revamping of accident files and traffic counting procedures, complete accident data on any location can be obtained in a few minutes and the traffic count within a few days. Accident reports from the police department are filed manually. In most cases the engineer can make a better analysis if he has the original accident reports to study.

To Page 22

Traffic surveys are on deck for Chicago and the engineers are prepared to conduct them via this nifty mobile unit. Side view at left below. Rear view with door open at right shows handy organization of equipment for traffic volume check.





All photos courtesy U. S. Army

R. C. Salisbury, director of safety for the State of Wisconsin, mixes magic and serious talk in lecture to Camp McCoy personnel.

PAY DAY AT CAMP McCOY

By Robert A. Matson, Assistant Editor,
Safety Division, Wisconsin Motor Vehicle Department

OFFICERS commanding military personnel never know these days whether they are signing passes, furloughs or tickets to the morgue.

Biggest reason for this troubled state of mind is the statistical table on the number of military personnel killed or injured in traffic accidents off base. And the top reason for these accidents is the senseless rush to drive home at the beginning of a leave or furlough, or the heedless hurry to get back to camp at leave's end.

In Wisconsin, this problem centers around Camp McCoy. And both Wisconsin state and local officials and Brigadier General Frederic B. Butler, McCoy's commanding general, recognize the seriousness of the situation. General Butler, because he is responsible for the welfare of military personnel under his command, plus the fact that he is genuinely fond of the GI's, and the state and local officials because it is part of their official responsibility to be concerned about all who travel Wisconsin streets and highways.

Camp McCoy can be compared with an above-average-sized city as to population. But with respect to traffic headaches the military reservation is in a class by itself. Its population is transitory, fluctuating, composed largely of persons from out-of-state, relatively unfamiliar both with local highways and traffic regulations. Furthermore, its population is highly "motorized." Private vehicles registered at the post are regularly in excess of 10,000. These vehicles are for the most part driven by young men in the 18 to 25 age group, which is generally recognized as having an unenviable driving record—in contrast to conditions which would exist in the average city where many of the drivers are in the older, more responsible, more experienced age brackets.

Added to these general considerations is the understandable desire of

the young soldier to travel fast and far the minute he leaves his army environment—whether on an overnight pass or a ten-day furlough.

Taking cognizance of these conditions within his state, Bert Salisbury, director, Safety Division, Wisconsin Motor Vehicle Department, decided that something had to be done about it.

What he did, with the cooperation of Camp McCoy officials, will certainly be of interest, and may be helpful to others wrestling with the same problem.

For a long time now, the Wisconsin Motor Vehicle Department has cooperated to the extent of stationing three state patrol officers at McCoy, Salisbury points out. These men supplement the work of county traffic men in the area who are engaged in active patrol, and military police patrols which cover a 20-mile radius around the camp. The post assigns MP's to ride with state and county traffic patrols in the area. "It's a good set-up," Salisbury said, "but post officials agreed with me that highway patrolling in itself can't do the job."

Salisbury lauds the cooperative spirit of General Butler and his safety-minded staff, including Lt. Col. K. E. Thomas, post provost marshal; Lloyd W. Guggenbuehl, civilian post safety engineer; and Hans R. Biegel, civilian safety inspector. These men have determined that the lives of soldier personnel shall not be sacrificed in preventable traffic accidents, and that Camp McCoy shall not be a "sore spot" in the Wisconsin highway traffic picture. They have made possible a safety education program based on teamwork between themselves and the Safety Division of the Wisconsin Motor Vehicle Department.

For its part, the State Safety Division has provided the post with safety literature, films and other materials to aid in its educational program. Moreover, Salisbury has himself undertaken the added assignment of helping get the program into high gear.

To give just a rough idea of the physical task involved, Bert Salisbury talked to every officer and enlisted man on the post (between 18,000 and 20,000 at this particular time) on one week-long visit, recently. This meant that he had to give from three to five strenuous lectures a day on the subject of safety for a full week.

Since Salisbury is an accomplished amateur magician, he was able to enliven his talks with some hilarious interludes during which cigarettes mysteriously popped into view and just as magically vanished, plus other hocus pocus designed to capture the attention of his audience. The sleight-of-hand certainly brightened the sessions for the soldiers, unstuffing the subject of safety as far as they were concerned.

In Salisbury's opinion, post officials are carrying on a down-to-earth program of accident prevention in which post personnel is thoroughly indoctrinated with a healthy regard for the welfare of their individual skins.

Better Control of vehicular pedestrian traffic plus an increased interest in accident prevention was achieved via these six steps:

1. The appointment of safety officers for every unit down to company level. They are responsible for carrying out a program of safety instruction which includes the task of acquainting all military personnel with Wisconsin traffic laws. All men get a 10-hour course in general safety. Military drivers are given additional training in safe vehicle operation.

2. Setting up an accident report information exchange with surrounding counties.

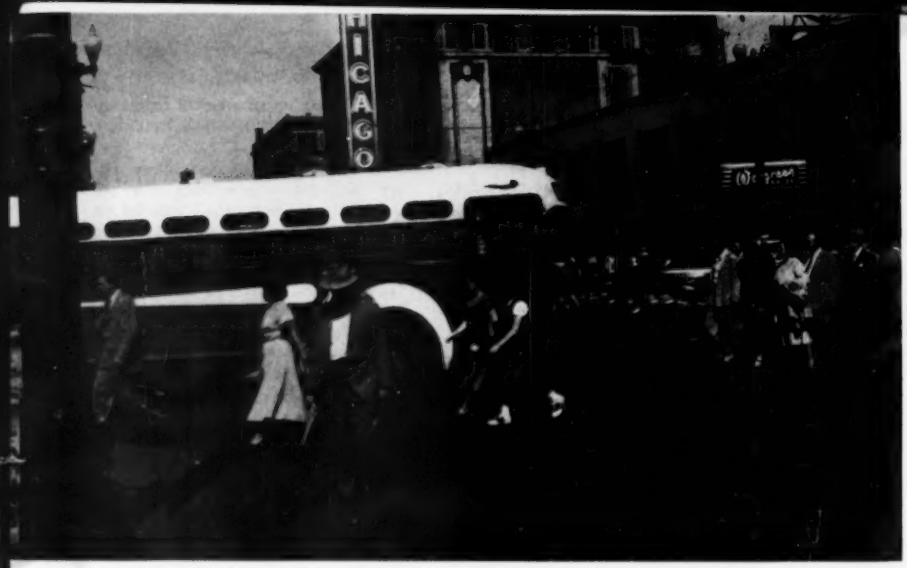
3. Assignment of a military police "accident prevention unit" to carry on inspection of all vehicles on the post, direct traffic and investigate accidents. Vehicles failing to pass inspection are not allowed on the post. They must be parked in a lot outside the gate until such time as they are given the necessary overhauling and repair jobs which will enable them to pass rigid inspection. Cars belonging to soldiers who have failed to take out adequate insurance must also be left outside the gate. Every time a soldier parks his car outside and walks the rest of the way to his post, he is reminded that in some way or another he has failed to comply with the high standards of vehicle operation required at McCoy.

4. Establishment of a four-man (officer) board of review to analyze

To Page 45

Camp McCoy accident review board. Left to right: L. W. Guggenheim, post safety engineer; Capt. S. J. Skripsky, ass't provost marshal; Major B. E. Hoffman, staff judge advocate; Lt. Col. Foreman, post personnel officer and Lt. Col. K. E. Thomas, provost marshal.

Exhibit at highway approach to Camp McCoy gives the GI's a notion that frenzied haste to get home can mean death, not liberty.



Patience and skill based on training are needed in making right turns safely, when pedestrians and vehicles use the same green light in Chicago's busy loop. Special beep signals and flashing lights help to remind shoppers to keep away from rear wheels tracking inward.

ACCENT ON

By Chris Imhoff, Fleet Safety Engineer,
NSC Commercial Vehicle and Transit Division

WE stood in the doorway of the Lyons garage of the Bluebird Coach Lines, Inc. A brief summer shower had just passed over and the sun was shining again. Harry T. Dornan, Bluebird Safety Director looked at the shiny wet asphalt pavement and remarked:

"It's these sudden summer showers that can catch many a driver short. The water seems to seep into the asphalt and float up an oil film that makes a very slippery surface. A driver can forget this and in an emergency he'll find he hasn't allowed himself enough stopping distance."

At Bluebird situations like this are called "accident traps" and a driver's skill is measured by his ability to learn and remember what these accident traps are and how to apply the proper precaution.

Safety directors work in different ways, their marvels to perform. Out of the standard bag of tested tools and techniques, each compounds his own recipe according to his personality and experience. Dornan likes to stick to the more dependable devices that produce measurable results. He's an engineer rather than an artist in human relations. He strives to give his drivers a safety engineer's approach to accident prevention.

Bluebird operates 250 round trips daily into the heart of Chicago's loop from Joliet, LaGrange, Maywood, and Lyons, Illinois. With 71 buses and 120 drivers, Bluebird chalks up a total route mileage of 10,000 miles per day—much of it in the heaviest city traffic to be found anywhere. Not the most hazardous operation in the world, but certainly not the easiest either. It's the type of operation that could get mired down in accident claims about 10 times quicker than the average company without the protection of a result-getting safety program.

That the Bluebird safety program is getting results can be seen in a comparison of 1950 accident costs with those of 1948 when the program was first installed. In 1948 Bluebird's accident costs were $200,000; in 1949, $42,000; and in 1950, $21,000. This is even more remarkable in view of the fact that during this period Bluebird was expanding its operations, adding more buses, while at the same time motor vehicle registrations skyrocketed.

One of the first things Dornan looks for in a new driver is teachability. If a man is mentally or temperamentally incapable of absorbing the Bluebird

point of view toward accidents, he isn't hired. Finding the teachable driver is the main objective of the Bluebird selection process. It utilizes two reliable yardsticks.

One is the Scott aptitude test, a paper and pencil test requiring an administrator and a stop watch. The Scott test is designed to measure a man's ability to learn and follow instructions. Dornan's faith in the validity of the Scott test is so great that he requires a score of 45 or better or the applicant is rejected without further consideration. As an experiment, Dornan has hired men who failed to pass the test but has invariably had

Psychophysical tests are used as training devices at Bluebird. H. T. Dornan, Safety Director (standing) knows that minor defects aren't a handicap when they are explained and understood.

TRAINING

trouble with them. So for the new applicant, the Scott test is one of the main hurdles.

Dornan has found that perhaps the most unteachable driver is the one with a wide experience in driving on other properties. The "experienced" driver usually has well-developed bad driving habits and attitudes that are practically impossible to eradicate. For this reason, experience counts against a man in the Bluebird selection process. They'd rather take an inexperienced man and train him themselves the way they want him trained. The only exception made on this is for men possessing National Safety Council Safe Driver Awards. Bluebird recognizes that to earn an NSC Award on any property, a man has to be good.

The regular psycho-physical testing devices for depth perception, steadiness, visual acuity, vision in dim light, glare resistance, reaction time, color vision, and range of vision are used at Bluebird primarily as teaching aids. Dornan believes that a properly compensated defect will make a man stronger instead of weaker in that particular trait. For example, the man with narrow range of vision will probably be more alert for vehicles at the right and left of his vehicle than the normal man if this defect and its significance is properly pointed out to him.

The most important psycho-physical testing device at Bluebird is the reaction test and on this Dornan puts great store because he has altered the test and uses it as a lead-in to his training program.

Dornan points out that every man has two reaction times—*normal* and *expected*. Sitting before the reaction testing device, the applicant is alert and tense. When the red light flashes

Turn Page

The standard reaction time testing device is used to show the new driver that he has a normal and an expected reaction time. This helps Dornan develop a lesson stressing value of alertness.

When drivers understand the reason for things, they'll observe rules more intelligently. All new drivers are given the facts about accident costs, frequency, and severity.

on, the man's foot leaves the accelerator peddle and stomps the brake pedal in a fancy display of split-second reaction. That is *expected* reaction time and 9 out of 10 applicants will be able to do it in from 35 to 45 hundredths of a second. (For those who can't do this simple test under 55 seconds, Dornan holds little hope. He passes them on but they usually wash out in training.)

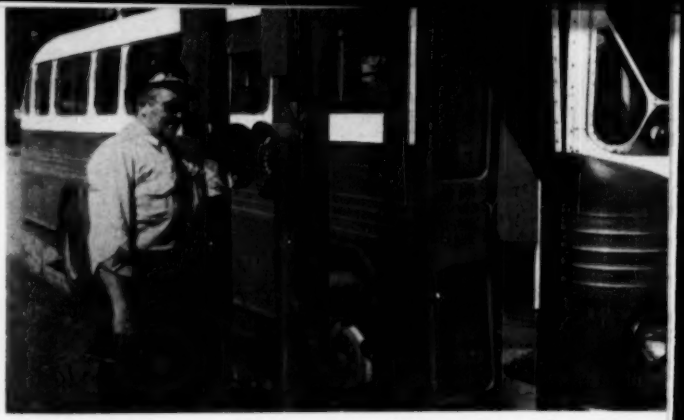
For testing *normal* reaction time, Dornan has a device that catches the testee off balance as it were. He gives the testee the red light when he's not expecting it. He can do this with a special switch that throws the red light the instant the testee gets his foot back on the accelerator. This time, the driver's reaction time is about 10 seconds longer. To Dornan, this is *normal* reaction time.

Taking each new driver individually, Dornan discusses the score made on the reaction time test—*normal* reaction time and *expected* reaction time—translates these into distances in feet at different speeds (using the formula: stopping distance in feet is equal to approximately one and a half times speed). Dornan tells the new driver that *80 per cent of all accidents could have been avoided had either vehicle had 6 feet or more of clearance.*

Using the blackboard, he shows the driver that, by being on the lookout and expecting danger, he can insure himself the necessary added clearance to avoid many an accident. Dornan also has the brake detonator demonstration kit. Time does not permit showing this kit in actual use. But merely showing the gadget to the driver, explaining how it works and what results have been obtained in actual tests constiutes a very forceful lesson in alertness and its relation to stopping distance.

To illustrate this, Dornan tells the story of two drivers meeting the same traffic situation. One driver is not expecting danger, his is the slower *normal* reaction time, his stopping distance is longer—he gets caught in an accident. The other driver is alert.

To Page 38



The Bluebird safety program includes a strict accident reporting procedure. Telephones at the end of each line make it possible for drivers to report minor accidents within minutes after they happen. Written reports come later.

Bus companies plagued with pedestrian accidents resulting from right turns in traffic can take a leaf from the Bluebird notebook. Mechanism shown is the beep horn and blinking light device that signals "heads up" to shoppers.

Handling passengers and collecting fares affects time, affects schedules, affects safety. Bluebird drivers are trained to do this with promptness and courtesy. But when behind schedule, their first rule is "Safety First."

OHIO

RATES HER ROADWAYS

By Barney O'Donnell, Director of Safety,
Division of Traffic and Safety, Ohio Department of Highways

EUREKA! Eureka! cried Archimedes . . . "I have found it! I have found it!"

This, allegedly, was the first peep out of the Greek scientist-philosopher, when he discovered the answer to a problem in physics on which he was working.

Ohio may not have a Greek word for it but it has found an answer to the mechanical problem of compiling an accident rating system for every section of its state highway system.

This new system overcomes the chief deterrent to working up the whole story contained in accident records—man hours or time consumed in working up the data.

Heretofore the Division of Traffic and Safety, Ohio Department of Highways, has prepared an annual report entitled "Accident Prone Mileage." This report included only those sections of state highways with high accident rates — per mile or per million vehicles miles. The report served as a guide for enforcement activities, engineering treatment and the programing of future highway needs.

Now, the push-button system which has been inaugurated makes it possible to include all state highway mileage in the compilation of the accident ratings by sections and to provide additional information such as type and severity of accident, time of occurrence, type and width of pavement, surface condition, accident frequency at intersections and other related data.

The new inventory system for state highways, whereby analyses of motor vehicle accidents can be made entirely by machine tabulation for each section of highway, was made possible by setting up the entire procedure according to punch card inventory records of the State Highway Planning Survey.

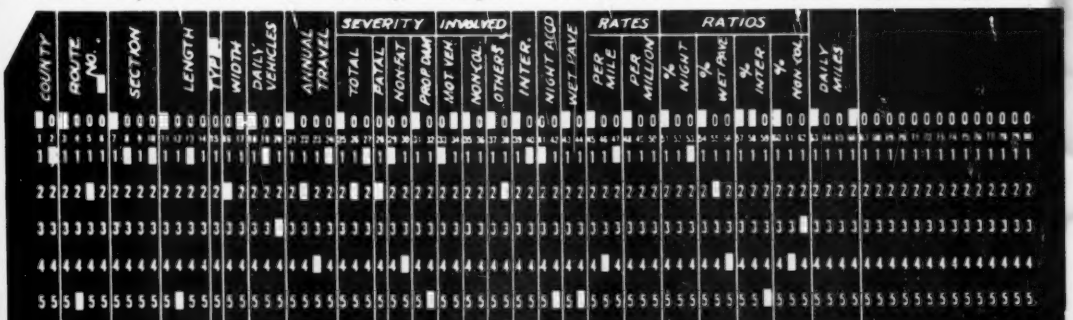
Basically, the system summarizes all information regarding individual sections of highway on a single punch card. The inventory card is identified by county and route number codes, plus a four-digit section identification number indicating the beginning of that particular section in miles and hundredths of miles from a fixed reference point. Another four-column field on the basic inventory card carries the length of the section (hundredths of miles).

In addition to these identification fields, the inventory card carries a summary of surface type and width, traffic volume, daily vehicle miles, etc. All such information is essential to the establishment of accident rates and the correlation of accident data with highway design features.

After punch card records of traffic accidents are completed, the cards are submitted to the Highway Planning

To Page 42

Blueprinted version of punch card inventory record now available for use by the Division of Traffic and Safety, Ohio Department of Highways. Tabulations are more easily seen in this black and white view of card which is why it is thus presented.



THE FIFTH HORSEMAN

FIRE! Reaper and rider of the whirlwinds of destruction—Fire is an added starter, the fifth horseman, in the grim handicap long the exclusive property of the four horsemen of the Apocalypse — famine, pestilence, war and death.

In the last decade, fire has qualified for this dubious distinction with its toll of more than 100,000 dead and hundreds of thousands burned or disfigured.

Annually, in October, the National Fire Protection Association sponsors a Fire Prevention Week. The week designated is always that in which October 9, the anniversary of the Great Chicago Fire of 1871 falls. This year it's October 7-13—designed as the start of an all-year-round program of fire prevention.

This campaign to reduce fire losses deserves the enthusiastic support and cooperation of every public official, every citizen, every civic and service organization, every organized group in America.

Last year nearly a quarter of a billion dollars in property went up in smoke. Annually, an average of 10,000 persons needlessly lose their lives in fires. And many times that number suffer incapacitating or painful burns and injuries. A majority of the deaths occur in homes, with women and children as the principal victims.

The National Safety Council is eager to lend its support to such a worthy cause and urges its members in all sections of the country to join in local, state and national programs. Leaflets, comic books, and other material on fire prevention are available from the National Fire Protection Association, 60 Batterymarch Street, Boston 10, Mass.

Deaths and property losses from fire are increasing mainly because of the careless smoker. Out of the 580,000 fires which attack U. S. buildings annually, about 95,000 are caused by careless smoking. Smoking in bed accounts for the largest loss of life.

Approximately 60 per cent of all fires occurred during the night last year—about the average for previous years. Half of the large loss fires occurring in manufacturing plants originated during operating periods when detection was presumably prompt. This fact indicates that any investment made for prompt extinguishment, such as automatic protection and organization of employees into effective fire brigades, is amply justified.

Misuse of electrical equipment ranks second as a cause of fires, while the accumulation of rubbish, use of flammable liquids for cleaning and defective chimneys contribute to a vast majority of home fires.

Remember—Fire Prevention Week is just the starting point for a year-round drive against fire losses. A fire prevention program is an integral part of the balanced accident prevention program of local safety councils. Don't forget fire prevention when Fire Prevention Week is over.

GREEN CROSS News

by TOM A. BURKE

STRONG emphasis on Safety Council financing will be given at the Annual Managers Conference, Stevens hotel, Chicago October 5-6 preceding the Annual Safety Congress. More than 100 managers from all parts of the United States and several from Canada, will attend.

Two special sessions on the important subject of finances are scheduled, one on general problems and the other on Green Cross campaigns. Managers: Joseph M. Kaplan, Los Angeles, Robert B. Leopold, Atlanta, Lauren Bitler, Cleveland, and George Burns, Kansas City, are speakers at the general session. The participants in the Green Cross meeting will include Clinton Dreyer, Oakland, Walter Ladd, St. Joseph (Mo.), H. G. "Jim" Hays, Cleveland and Russell Hicks, Hamilton.

There will be a publicity symposium on Friday morning directed by Paul Jones, the Council's director of public information. Other sessions include civil defense, high school driver education, the Advertising Council's program, women's activities and civic cooperation.

Special Achievement Award presentations will be made at the Friday luncheon by President Dearborn. Kenneth B. Coleman, vice president for Local Safety Organizations, will preside. The Conference of Local Safety Organizations will meet Monday afternoon, followed by the annual Conference dinner.

Annual Playground Contest

The Playground Summer Safety Contest, sponsored by the Rochester Safety Council (N. Y.) in cooperation with the Department of Public Safety and the Police Department, was completed on August 21 with the Playground Summer Safety Rally attended by more than 2000 children. Fifty playgrounds competed in the Contest which opened June 25. The competition is conducted on a points credit and demerit basis. Activities include Junior Green Cross Club work, posters, jingles, bulletin board ideas, safety aids, bicycle inspection and riding tests. Accident records, of course, were considered and awards made to winning playgrounds. Thirty-five fewer children were injured this summer (none seriously) than during the 1950 season, additional proof that well planned child safety work pays off in Rochester. This was the 20th year of the project.

Arm Bands for Drivers

The Greater Grand Rapids Safety Council has purchased several hundred arm bands for commercial vehicle drivers of its member companies who have made safe driving records. A gold star is affixed to the band for each five years of driving without a chargeable accident and a silver star is given for each additional year. Manager E. Ross Farra says the insignia makes a big hit with the drivers and that it is worn on their uniforms.

A Strong Cartoon

Public interest in the work of the Greater Cincinnati Safety Council was evidenced recently when a first page cartoon by staff cartoonist Shafer was run as a front-page feature in the Cincinnati *Times-Star*. The drawing showed a youngster rushing across the street directly in the path of a speeding automobile. An arm with an opened hand is extended warning the driver to stop. On the sleeve is the wording "Greater Cincinnati Safety Council" and the the cartoon is captioned "Whoa!" . . . Waite Hoyt, famous big league pitcher for the New York Yankees some years ago is now "pitching for safety" for the Greater Cincinnati Safety Council. He recently accepted the chairmanship of the council's newly formed Child and School division. Since retirement he has become a radio sports announcer.

Special Achievement Awards

PRESIDENT NED H. DEARBORN is to present the National Safety Council Special Achievement Awards at a luncheon in the West Ballroom, Stevens hotel, Chicago, on Friday noon, October 5. Fourteen first place awards are to be given to Chapters and councils for outstanding achievement in special fields of community safety activity. In addition Mr. Dearborn will give out seven honorable mention awards. Judges in the contest are E. Ross Farra, manager Greater Grand Rapids Safety Council, Joseph M. Stech, manager Greater Chicago Safety Council and Dr. B. L. Corbett, executive director of the Milwaukee Safety Commission.

Labor Helps Safety

Members of the San Francisco Garage and Service Station Union Local 665, AFL, are conducting a campaign to place large safety signs at all major arterials entering San Francisco. The bulletins, with appropriate illustrations, will read: "Slow up . . . Let Tomorrow's Citizens Grow Up!" The signs are being sponsored by the labor group in cooperation with the San Francisco Chapter, NSC.

To Page 29

LOOSE GRAVEL
PLEASE DON'T TALK TO THE DRIVER
IF YOU CAN READ THIS SIGN YOU'RE TOO DARN CLOSE!
DON'T YOU THINK THAT STOP WAS A BIT SUDDEN?

CITE GAINS IN FLORIDA'S 3-YEAR DRIVE TO SLASH TRAFFIC TOLL

CLIMAXING the third annual Governor's Highway Safety Conference, Floridians recently observed "Safety Week," in compliance with the proclamation of Governor Fuller Warren, asking everybody in the State to go all-out in making the period—September 24 to 30—the safest in the Florida's history.

President J. M. Chupp of the Florida Citizens Safety Council, served as general chairman of the Conference. He was aided by Comptroller C. M. Gay, chairman of the Officials Highway Safety Coordinating Committee. Governor Warren reviewed progress in 1949 and '50, and set up future goals for accident prevention.

One achievement made in Florida was the completion of a comparative survey of the state's traffic regulations with the provisions of the Uniform Vehicle Code. This was accomplished under the direction of Attorney General Richard W. Ervin at the request of the Florida Citizens Safety Council. Education of public officials in the purposes of legislation proposed for traffic control and accident prevention was stressed as a must, if intelligent legislation streamlined to meet present-day demands is to be made available to official and non-official agencies interested in cooperating to cut Florida's traffic toll.

One of the objectives of the Conference envisions an all-out campaign to establish driver training courses in all Florida high schools. Eleven Florida Civitan clubs have joined the movement.

A training program for engineers, placing increased emphasis on research work on the durability of highway and traffic materials and increased engineering assistance to cities were two recommendations made.

Continued progress in driver licensing was urged as was the need for more emphasis on traffic law enforcement. Forty new patrolmen have joined the State Highway Patrol, part of the 110 authorized by the 1951 Legislature. An additional 36 were more recommended by the Florida Citizens Safety Council, to bring Florida up to rank with the leading states in traffic personnel.

The adoption of a standard accident form, additional personnel to handle accident records and process them in usable form for engineering, enforcement and educational agencies in the state were other recommendations. The assignment of a State Road Department engineer to help design highway plans after study of accident patterns was also pushed.

Steps were also taken to promote public information and organized public support programs in order to maintain the impetus given the traffic control and accident prevention program over the past three years.

Floridians active in promoting objectives of the Governor's Conference included: Maxwell Wells, Orlando; John T. Bills, Miami; Earl Eastwood, Bradentown; R. N. Dosh, Ocala; E. E. Talley, Jacksonville; Judge R. J. Potter, Tampa; J. L. Kennedy, ACL Railroad; John L. Kelly, Pensacola; C. D. Hartman, West Palm Beach; and A. P. Michaels, Orlando.

Others are: James A. McClure, Jr., St. Petersburg; Lucious Rivers, Alachua County; Albert B. Moseley, Daytona Beach; W. J. Carlson, Lakeland; Edward Rood, Tampa; William Catlin, J. W. Atwood, S. E. Lorimer and Kenneth Barrett, all of Jacksonville; Jay Becker, Florida district governor and James L. Smith, member, Fla. lin, J. K. Atwood, S. E. Lorimer and dist. of Civitan, Int.; and Mrs. Lennie Humphries, executive secretary of the Jacksonville Safety Council.

Mrs. Raeburn C. Horne, Nat Rambo and Stanmore Cawthon of the Florida Citizens Safety Conference were also importantly helpful in the determinations of the highways safety convention.

Merrill Yost to Accident Prevention Post

Merrill C. Yost has been named educational director of the Accident Prevention Department of the Association of Casualty and Surety Companies, replacing Marland K. Strasser, who has been appointed field representative in the Association's San Francisco office.

Mr. Yost has been in charge of driver education in the Lancaster, Pa. high schools for the last seven years.

Beecroft Award Lecture

TWO Beecroft Memorial Award Lecturers congratulate the winner of the 1951 Award, Registrar Rudolph F. King, of the Massachusetts Registry of Motor Vehicles, on the occasion of the presentation of the Award at the President's Highway Safety Conference at Washington in June.

Sidney J. Williams, of the National Safety Congress (at left) and Commissioner Thomas H. MacDonald, U. S. Bureau of Public Roads, Department of Commerce (at right) will be present in the Florentine Room, Tuesday, October 9, when Mr. King will deliver the Beecroft Memorial Award Lecture for 1951. He will be introduced by Robert F. Black, president of the White Motor Company, Cleveland, Ohio, and chairman of the Beecroft Traffic Safety Engineering Lecture Committee of the Society of Automotive Engineers.

The conditions on which the Beecroft Award is granted require only that the recipient write a lecture on that segment of safety work with which he has been identified.

The monographs which have resulted have proved to be of great significance in the fields of public support, highway administration, traffic court procedures and research. As a result, the Past President's Advisory Committee of the Society of Automotive Engineers has approved a recommendation from the Beecroft Award Committee that in further selection of candidates, a conscious effort should be made to produce documents of similar value, on such other outstanding phases of the Action Program as enforcement, education, information, engineering and vehicle administration.

Later the ten monographs (There will be but ten Awards made according to the terms of will of David Beecroft) will be bound and distributed as a lasting textbook on best practices in the total field of highway safety.

Registrar King is the fifth Beecroft Memorial Award Lecturer to be selected. The others, in addition to Mr. Williams and Commissioner MacDonald, were Chief Justice Arthur T. Vanderbilt of the New Jersey Supreme Court, and Paul G. Hoffman.

Kangaroo Run

From Page 6

to winter problems and have set up policies to reduce the probability of accidents at that time. For instance, Burnett maintains a daily contact with the weather bureau during the winter months and uses data from the bureau in figuring its dispatching. Routing is controlled to eliminate deliveries in bad weather or over snow-covered roads. Drivers know they must stay off highways made hazardous by bad weather since they are instructed to stop and park whenever continued driving might involve them in an accident.

Although truckaway operations are carried on day and night driveaway is, for the most part, limited to daylight hours. Both driveaway and truckaway equipment is kept off the highways on holidays. Saturday and Sunday work is also kept to a minimum during the summer vacation season.

Whenever you meet a Burnett unit on a "kangaroo run" you are almost sure to come up with one of the top professionals in that league.

Helicopter Air Taxi Service Slated for L. A.

Permission to operate a helicopter air taxi service in the Los Angeles area has been granted the Los Angeles Airways by the Civil Aeronautics Board. It is the first such permit issued by the CAB.

The company has operated helicopters to carry mail and freight shipments between the Los Angeles International Airport, the main postoffice downtown and other airport and branch postoffices within a 50-mile radius of the city. Its operations have covered a four-year period.

In renewing the line's operating authority for another five years, the CAB commented that the operation, avoiding surface congestion, had greatly expedited the handling of mail. The authorization permitted the addition of passenger service on the helicopters.

Initial air taxi service will be between International Airport, Santa Ana, Riverside, San Bernardino and Pasadena. Other points may be added within the 50-mile radius with CAB approval.

* * *

Poetry is for people whose lamps are flickering.

Chicago Tackles Traffic Tangles

From Page 11

In addition to a staff of regular traffic checkers who handle routine traffic counts for traffic signal work, we now have a special mobile unit consisting of eight men and two chauffeurs. This unit operates from a light panel truck which has been equipped with automatic counters, a recording speedometer, a radar speedmeter and other equipment. The truck also is fitted with a flasher beacon mounted on the roof like police cars, carries electric flares plus a portable floodlight.

The mobile unit has proved so successful that a second is now on order. A third but lighter unit for moving surveys is planned.

Cooperation between departments, other governmental branches, civic agencies and safety groups has always rated top priority in Chicago's traffic engineering picture. Many times in the past, however, funds did not permit much more than a token offering in the way of traffic engineering services.

We will still need staff to take the bold forward strides which can do much to relieve congestion, check the spread of the blighted areas by intelligent planning for traffic control, and make life in America's second city more liveable. But we have hope that the needed staff will be forthcoming.

There are physical signs, too, that traffic engineering is coming of age in Chicago. During 1950 nearly 128,000 traffic warning and parking control signs were installed or replaced, 11,427 stop signs were installed or replaced, and approximately 29,000 miles of lane lines, cross walks, etc., were painted.

Best of all, the reorganization of traffic engineering permits the bureau to handle the assignment as it should be dealt with. Routine surveys are being handled more expeditiously, and a fair beginning has been made on projects of greater scope, such as analysis and correction of congested intersections, one-way street studies, studies of truck terminals, and other areawide items. Long-range planning for major thoroughfares has begun, as has the preliminary work on a proposed origin and destination survey.

When the Chicago City Council passed an ordinance revising the city's traffic code, traffic engineering was given that "big shot in the arm." The revised code provided for the establishment of the Bureau of Street Traffic (under the city traffic engineer), and empowered it to operate.

The revised code provided—among other things—that the Bureau:

"Conduct studies of all phases of traffic movement on the streets and highways of the city and, in cooperation with the city council and other officials of the city, plan and develop ways, means, and facilities to improve traffic movement on and traffic terminals for said streets and highways including improvements in the streets themselves.

"Conduct studies and engineering research in matters pertaining to the design, use and operation of streets and highways.

"Plan and direct the operation of traffic on the streets and highways of the City.

"Initiate and recommend to the mayor and city council necessary legislation for the efficient operation of traffic and the pre-

NEW PUBLICATIONS in the field of Public Safety

Books and Pamphlets

Comparison of The Highway Traffic Laws of Illinois With The Uniform Code Act V. Published by Illinois Highway Users Conference, Room 705, 30 North LaSalle Street, Chicago 2, Illinois. 1951, 145 p.

Standards for Automotive Fuel Tanks. Published by Underwriters' Laboratories, 207 East Ohio Street, Chicago 11, Illinois. 1951, 12 p.

Summaries of Fatal Motor Vehicle Traffic Accidents Involving R.R. Trains in Wisconsin for 1949 Through 1950. Published by Motor Vehicle Department of Wisconsin, Madison, Wisconsin. 1951, 13 p.

This is Civil Defense. Published by Federal Civil Defense Administration. 1951, 31 p. For sale by the Superintendent of Documents, Washington 25, D. C. Price 10c (Publication PA-3)

Better Relations Between the Motorist and His Government. A Pilot Study of Driver and Vehicle Services. Published by Michigan Joint Legislative Committee of Reorganization of State Government. 1951, 41 p. Available from Automotive Safety Foundation, 700 Hill Building, Washington 6, D. C.

Magazine Articles

Darkness is Danger. By J. C. Furnas. (In *The California Highway Patrolman,* August 1951, p. 42)

Fatal Injuries in Competitive Sports. By Thomas A. Gonzales. (In *The Journal of The American Medical Association,* August 18, 1951, p. 1506)

"Greatest Crisis" in Traffic Safety Challenges All Agencies. (In *Roads and Streets,* August 1951 p. 41)

Home Accident Precaution. By Nathalie Bucknall. (In *American Journal of Public Health.* Part I. August 1951, p. 959)

Home Accident Prevention. By W. B. Porthro. (In *American Journal of Public Health.* Part I. August 1951, p. 954)

Innovations in San Diego Traffic Control. By James Reading. (In *Municipal Signal Engineer.* July-August 1951, p. 49)

Minnesota Engineers and Contractors Cooperate for Safer Traffic Flagging Through the Job. By C. L. Methven. (In *Roads* and *Streets,* August 1951, p. 36)

The Municipal Signal Engineer's Approach to the Traffic Problem. By Harry Howard. (In *Municipal Signal Engineer,* July-August 1951, p. 54)

Safety in the Trucking Industry. By Charles Hock. (In *Motor Transportation,* August 1951, p. 26)

Seattle's Safety Street Lighting Program. By H. W. Tyler. (In *Municipal Signal Engineer,* July-August 1951, p. 37)

Uniformity of Nationwide Traffic Control, An Over-Due Reform Needed Now. By P. A. Springer. (In *Municipal Signal Engineer,* July-August 1951, p. 26)

Are Commercial Driving Schools Meeting Their Full Responsibilities? By Joseph A. Zarling. (In *Traffic Review,* Summer 1951, p. 33)

Interview Trip—U.S.A. By Robert R. Hume. (In *Traffic Review,* Summer 1951, p. 12)

Coming Events in the Field of Safety

Oct. 8-11, Boston

Nineteenth Annual Conference of the American Association of Motor Vehicle Administrators (Copley Plaza Hotel). Contact L. W. Harris, 912 Barr Building, Washington 6, D. C.

Oct. 8-12, Chicago

Thirty-ninth National Safety Congress & Exposition (Stevens Hotel). R. L. Forney, general secretary, National Safety Council, 425 North Michigan Ave., Chicago 11.

Oct. 15-19, Chicago

Traffic Court Judges and Prosecutors Conference. Law School of Northwestern University, Chicago. Sponsored by American Bar Association and Traffic Institute of Northwestern University.

Oct. 22-26, Chicago

Eighteenth Annual Convention of the American Trucking Associations, Inc. (Stevens Hotel). Contact Ray G. Atherton, general manager, 1424 Sixteenth Street, N.W., Washington 6, D. C.

Oct. 23-26, Omaha, Neb.

Thirty-seventh Annual Meeting of the American Association of State Highway Officials. Contact H. H. Hale, executive secretary, 1220 National Press Building, Washington 4, D. C.

Oct. 25-26, Sacramento, Calif.

California Governors' Highway Safety Conference. Contact W. A. Huggins, executive secretary, Governors' Coordinating Committee, 815 Capitol Ave., Sacramento, Calif.

Oct. 28-Nov. 1, Miami, Fla.

Fifty-ninth Annual Conference of the International Association of Chiefs of Police (McAlester Hotel). Contact Edward J. Kelly, executive secretary, IACP, 1424 K Street, N.W., Washington 5, D. C.

Oct. 28-Nov. 1, Washington, D. C.

National Conference on School Bus Transportation (Shoreham Hotel). Sponsored by the National Committee on Safety Education

Oct. 29-Nov. 2, San Francisco

American Public Health Association, 79th Annual Meeting, Dr. Reginald M. Atwater, executive secretary, 1790 Broadway, New York City.

Nov. 2, Cincinnati

First Annual Greater Cincinnati Safety Conference (Netherlands Plaza Hotel). Co-sponsored by the Industrial Commission of Ohio, Division of Safety and Hygiene, and the Greater Cincinnati Safety Council. Coordinator: Kenneth R. Miller, Greater Cincinnati Safety Council, 1203 Federal Reserve Bank Building, Fourth and Race Streets, Cincinnati, Ohio.

Dec. 3-4, Baton Rouge, La.

Louisiana Safety Association. Annual Conference. (Louisiana State University). Charles E. Doerler, secretary, P. O. Box 806, Shreveport, La.

1952 Convention Dates

Jan. 15-18, Washington, D. C.

Thirty-first Annual Meeting of the Highway Research Board (National Academy of Sciences, 2101 Constitution Avenue).

Jan. 21-24, Houston, Texas

Annual Meeting of the American Road-builders' Association (celebrating 50th anniversary of the organization). Contact Eugene Reybold, executive vice president, American Road Builders' Association, International Bldg., Washington 4, D. C.

April 1-4, New York

Twenty-second Annual Convention Greater New York Safety Council (Hotel Statler). Walter A. Gustafson, general chairman, Greater New York Safety Council, Inc., Lincoln Bldg., 60 East 42nd Street, New York 17, N. Y.

May 8-9, Baltimore, Md.

Maryland Statewide Safety-Health Conference and Exhibit (Lord Baltimore Hotel). Contact Joseph A. Haller, director of safety, State Industrial Accident Commission, Equitable Building, Baltimore 2, Md.

March 13, Washington, D. C.

Annual Meeting of the National Committee for Traffic Safety (Hotel Statler). Contact Paul H. Blaisdell, executive director, 425 North Michigan Avenue, Chicago 11.

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vention of traffic accidents on the streets and highways of the city.

"Investigate, examine, and approve, prior to the construction thereof, the functional design and general plans of all streets, highways, bridges, tunnels, viaducts, the approaches thereto and the facilities thereof which shall be constructed by or for the city for the use of vehicles for the purpose of assuring that they will accommodate traffic efficiently and will harmonize with related facilities of the street traffic system.

"Conduct engineering analyses of traffic accidents and devise remedial measures.

"Plan and direct the placing, installation, maintenance and operation of traffic signs, devices and pavement markings, safety zones and islands.

"Devise and direct, in cooperation with the Chicago street traffic commission, public educational programs and similar activities that will promote the efficient movement of traffic and the reduction of traffic accidents.

"Perform such other duties and functions as may be required or authorized by any ordinance or as directed by the city council."

With this blueprint and sufficient staff to implement the authority implicit in the directive of the city council, traffic engineering will move forward—in coordinated effort with enforcement and education—to play its important role in keeping Chicago's traffic moving with safety.

Detroit Votes on New Street Traffic Agency

Detroit voters will go to the polls November 6 to determine whether they want a new single agency to handle street engineering and planning.

According to the *Traffic Safety Bulletin* of the Traffic Safety Association of Detroit, the new agency would be called the Department of Streets and Traffic and would be governed by a four-man unpaid commission. Working under the commission would be a salaried director and assistant director with civil service classification.

The proposed amendment is a modified version of a plan put forth by D. Grant Mickle of the Automotive Safety Foundation, a technical consultant to the Mayor's Advisory Traffic Committee.

Safety Engineers Wanted for Air Force Officers Reserve

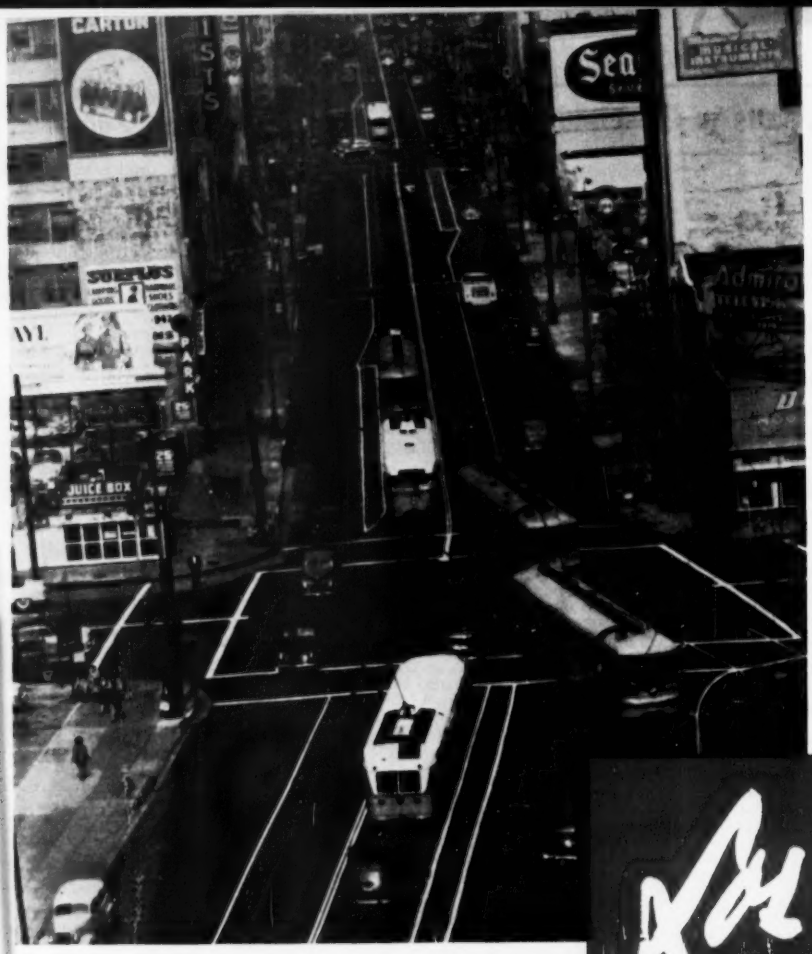
Safety engineers in civil life may now enter the Air Force as a reserve officer, from Second Lieutenant to Major, depending on age, it was announced at headquarters of the First Air Force, Mitchel Field, New York.

Men who want to be commissioned in the Air Force as Safety Officer must have a B.S. degree in safety engineering or a closely related field, Lt. Col. Charles D. Morat, Jr., Director of Personnel Procurement explained. Further, they must have experience in inspection of facilities for the existence of hazards endangering life and property, in accident analysis, investigation and prevention; they must know how to conduct educational programs and meetings for instructing personnel in recognizing existing hazards and creating safety consciousness; and they must be familiar with industrial processes, production methods and management policies and the hazards inherent in these.

Applications or requests for further information should be addressed to the Department of Military Personnel Procurement, First Air Force, Mitchel Air Force Base, N. Y.

New Roads to Have "Screaming Meanies"

According to newspaper accounts of recent circulation, streets and highways will protest out loud when drivers go on the wrong side of the road. That is, they will, if equipped with special lane separators having a scored surface which emits a screaming hum when tires run over it. The highway moan will warn careless drivers to get back in the right lane.



Los Ange
and Wilsh

They didn't lay out Los Ange
needs in mind as this shot
at Olympic Boulevard and B
Good engineering and enforce
ing safely and LATL personne
driving safely, carefully.

Los Ange

School days call for plenty of buses to handle peak loads. Students queue up on sidewalks and buses fill up with clocklike precision.

The Griffith Park Observatory is a mecca for
Mass transportation carries most of them her

Transit Lines bus traversing the intersection of Western Boulevard. Since Korea, the move in L.A. is to transit.

with modern traffic
ive-way intersection
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TRANSIT'S SAFER

itors to Los Angeles.
nd to Greek Theater.

By Frank Davin, Editor
PUBLIC SAFETY Magazine

Loading platforms are used in peak congestion periods. Supervisors help operators by regulating loading, preventing many accidents.

TALK about distances! You really have to travel Metropolitan Los Angeles to appreciate its 450 square miles of area, enveloping other cities in its urban grasp and actually reaching from the rim of the San Fernando Valley to the docks at San Pedro on the blue Pacific—a long haul in anybody's league.

Yet Los Angeles Transit Lines move people through this metropolitan traffic maze with a minimum of time and confusion and a maximum of efficiency. And they're doing a better job year-by-year, notwithstanding seemingly insuperable problems rooted in increased traffic congestion, economic conditions and just sheer geography over none of which does the transit company exercise control.

Despite this unfavorable situation, Los Angeles Transit Lines had 622 fewer traffic accidents in 1950 than were experienced in 1949, 1,307 fewer passenger accidents and 310 fewer employees had accidents. That's an improvement that is reflected very importantly in a company's profit and loss statement. It means fewer claims, less out-of-pocket loss. In brief, it reflects an efficient operation from top management all the way down the line.

There's more to it than just a few figures taken at random from some dusty ledger. All over America transit has been forced to cut operating costs to the bone and the Los Angeles Transit Lines operation is no excep-

Turn Page

Los Angeles

tion. Nowadays, increased costs make the possibility of a profit a mirage for most properties engaged in mass transportation. Yet a transit operation often pays out as much money in accident costs as it sets up in its ledger account for its stockholders' profits. If the dividends are dissipated by such loss, there is little left to share and, who needs to be told that no company can continue to operate at a loss?

In general there are five ways of determining the kind of job a transit company is doing in accident prevention. They cover the reduction (1) of all reports, (2) in passenger and traffic accident frequency rates, (3) in employee accident frequency rate, (4) in costs per mile of operating company equipment, and (5) percentage of reduction in blind claims.

J. W. Prutsman, safety director of the Los Angeles Transit Lines and member of the NSC Transit Section Executive Committee, believes in that yardstick, and Joe is a shrewd accident prevention technician. Moreover, he is a stubborn as a Missouri mule in his contention that the only way to do a job is the "right way."

Of course, the magic in the Prutzman approach is in the man's personality. He grins like a schoolboy when some of the old hands start reacting to his safety suggestions and he has the accident prone watching their step —all the while he is concentrating LATL's supervision where the accicents are likely to happen—most generally, before they happen.

But, if you do ask Joe about his magic touch, he will stubbornly insist that it's just company policy, applied with horse sense by the men because it's good business anyway they look at it.

He will also insist that Ed Houghton, LATL's president, and Cone Bass, vice-president, back the accident prevention program to the hilt. "Without the active, interested support of top management," says Prutsman, "you're a dead duck as far as an effective accident prevention program is concerned." And he will tell you that C. A. Tengblad, director of personnel, set the system up right from the start. And Art Tengblad has a wealth of experience and "know-how" in the accident prevention field and serves LATL well in selection of personnel.

So you can say that on the Los Angeles Transit Line properties, top management's philosophy of operation includes a top priority for accident prevention. This is echoed to the hilt by M. E. Wright, general superintendent of transportation in charge of all operating divisions; George Powell, general superintendent of automotive equipment; J. T. Watts, superintendent of railway equipment; L. E. Dye, superintendent of electrical construction; and L. C. Thompson, superintendent of way and structures.

They put their philosophy to work throughout the system too. A total of 3,389 employees, from the president of the company right down through the mass of employees, are very much aware of the causes of accidents and go to considerable pains to avoid them.

This attitude of mind was inescapable as we sat on the stage of the Roger Young Auditorium at LATL's safety award presentation program—myself, Joe Kaplan, secretary-manager of the Greater Los Angeles Chapter, NSC; Prutsman, Vice-President Cone T. Bass, B. R. Caldwell, deputy chief, commanding the Traffic Division of the Los Angeles Police Department and some 80 6-year safety award winners. About 1,200 crammed into the hall to participate in the safety rally, honor the award winners, view the vaudeville show and dance to a really fine orchestra.

I suppose the prospect of entertainment attracted the full house but there was nothing spurious about the applause that rocked the place when certain of the winners made their way to the podium to receive their awards. They were popular with their fellow workers and the fact that their records had been singled out for recognition proved that they were high-type employees, popular with the company, too.

It was brought home to me then—dramatically—that Los Angeles Transit Lines operators were being recognized as individuals and that their pride in their work was deeper than any attitude which could be imposed by propaganda or management gimmick, and that this really was the reason for the explosions of applause that greeted their appearance on the stage.

Again—in the days I spent with Joe Prutsman and on my own, viewing LATL's operations, I came to know that these operators felt that the accident prevention was theirs as much as management's. They felt that they belonged to a team and all of them knew that Joe valued their opinions, would give them a hearing, and what's more — would provide action pronto on any idea, suggestion, grievance or other item that came his way.

It seemed to me that one man couldn't do such a job on his own; he has to have help. Prutsman has such help. Every supervisory employee of the company is a top kick on his accident prevention team with the enforcement being handled by approximately 25 mobile units in the Trans-

To Page 36

Mass transportation moves fast in Los Angeles, yet schedules are watched to make sure they do not encourage unsafe speeds. Bus shown here is moving along Wilshire Boulevard. MacArthur Park may be seen in the early morning background.

Chimpanzee - Type Arm Rest

CHIMPANZEE-type drivers—the ones who drive along America's streets and highways with one arm clutching the tops of their cars—ought to be happy in their own strange way, now that Russell E. Oakes, goofy gadget genius of Waukesha, Wisconsin, has come up with this portable, chimpanzee-type arm rest for one-arm drivers.

The dandy part of it all is that this new invention may keep the chimpanzee-type driver so engaged in his arm resting that he may stay off the streets and highways.

The contented-looking character shown demonstrating the new invention is none other than its creator, Professor Oakes, who has this and many other zany inventions to his credit.

The inventor of the self-finding golf ball (when it lands in the rough, it sends up a red flag and blows a horn to announce its location), the insomniac sheep counter and the chimpanzee-type arm rest won't be stumped at the prospect of figuring out attractive, stay-at-home games for such common traffic hazards as the Ostrich type driver, the Jackrabbit, middle-of-the-roader (or Pig-type), or the other strange characters who are scaring the pants off America's normal motoring population.

And the nicest part of it all is that the Professor is perfectly willing to talk about it. That's his business.

New York City Installs Parking Meters in Trial Plan

A trial installation of parking meters —1,500 of them—is underway in the City of New York at five experimental locations in Manhattan, Brooklyn, the Bronx and Queens.

A parking time limit of one hour will be permitted at the metered locations, except in Queens, where a two-hour maximum will prevail. The parking fee, fixed by law, is 10 cents for the prescribed time limit.

All parking is parallel to the curb and parking stalls are outlined in white, approximately 22 feet long by eight feet wide. Rigid enforcement is expected to provide greater turnover of available curb space, eliminating double-parking thus minimizing interference with moving traffic. The locations selected are all traffic hotspots.

Expected revenues from the initial installation will approximate $220,000 annually.

Nicholson Heads Canadian Mounted Police

Leonard H. Nicholson, M.B.E., has taken over command of the Royal Canadian Mounted Police, following the retirement of Commissioner Stuart T. Wood, C.M.G., the *FBI Law Enforcement Bulletin* reports. Prior to his promotion to the top spot in the "Mounties," Nicholson was director of criminal investigation of the famed police agency in Ottawa.

Mrs. Urquhart to Washington State Post

Mrs. Della Urquhart, of Yakima, has been appointed the first woman director of licenses of the State of Washington. She succeeds Robert L. Smith, who was transferred to the State Liquor Board. L. D. McDougal, who served as acting director of licenses during the interim, resumes his regular duties as assistant director of the department.

Plan NCTS Annual Meeting for March

The 1951 annual meeting of the National Committee for Traffic Safety has been set for March 13 at the Hotel Statler, Washington, D. C.

Meetings of the Advisory, Finance and Executive Committees of the organization are slated for Wednesday, March 12, likewise in Washington.

The South American and Federal Rooms will be the scene of the annual meeting and luncheon.

School Trained Drivers Pass 2-Million Mark in 4-Year Span

Association of Casualty and Surety Companies Estimate That 3,500,000 Drivers Have Been Trained in Decade Just Closed

MORE than two million youths have received special courses in their schools during the last four years to make them safer drivers when they take the wheel of the family car or drive their own automobiles.

The significance of this large and rapidly growing group of safety-trained young drivers, who usually have only one-third as many accidents as untrained students, was noted by Julien H. Harvey, manager, accident prevention department of the Association of Casualty and Surety Companies, as he announced its fourth annual awards to 27 states and the District of Columbia for noteworthy progress in developing driver education courses in their secondary schools.

School-trained drivers in 48 states now comprise more than 3 per cent of the nation's 60,000,000 drivers, according to Harvey, and are increasing at the rate of 660,000 a year. This is twice the rate of four years ago, when the Association instituted its annual National Driver Education Award Program granting recognition to states which made or maintained marked progress in driver education courses.

Ten states have won the Association's Superior Awards for offering courses in driver education during the 1950-51 academic year in at least 50 per cent of their secondary schools, with not less than half of the eligible students enrolled. These states are: Arizona, California, Illinois, Massachusetts, Michigan, Minnesota, New Jersey, North Dakota, Oklahoma and Wisconsin.

Nineteen states and the District of Columbia will receive Meritorious Awards for giving driver education courses in at least 25 per cent of their secondary schools, with not less than 25 per cent of eligible students enrolled. The 19 states are: Connecticut, Delaware, Indiana, Montana, Nebraska, Nevada, New Hampshire, New York, North Carolina, Ohio, Oregon, Pennsylvania, Texas, Utah, Vermont, Virginia, Washington, West Virginia and Wyoming.

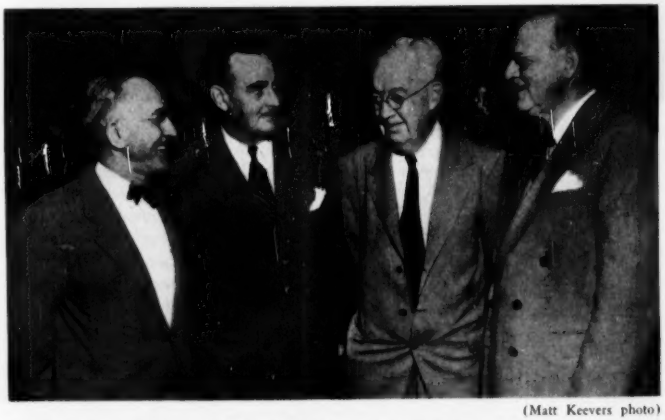
Four of these, New Jersey, North Dakota, Oklahoma and Vermont, also won a special award given for the first time to states in which parochial and private schools have shown unusual progress in driver education, with more than 25 per cent of schools and students participating in the program.

Nearly 5,000 schools have added driver training to their curricula since the award program was started in September, 1947.

Pointing out that 662,253 public school students in 48 states and the District of Columbia took these courses during the academic year ended in June, Harvey said the driver education movement has trained a total of 1,997,754 boys and girls in public schools since September 1947. In addition, nearly 10,000 students in 22 states have received training in driving since 1950 in parochial and private schools, where the movement has been spreading rapidly in recent years. With this latter group the total of school-trained drivers has passed the 2,000,000-mark.

Official reports from every state show that 7,922 public schools in the last year gave either classroom instruction meeting the minimum standards for driver education courses, or classroom work combined with practice driving. This is an increase of 725 schools, or 10 per cent more than a year ago and 37.7 per cent of the 21,009 public secondary schools in the nation.

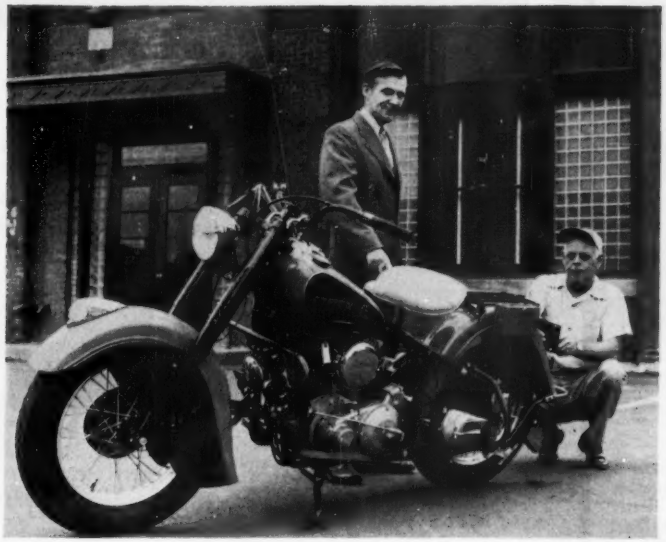
More than two of every five eligible students were enrolled in these courses in the 1950-51 academic year. Of 1,528,781 eligibles, 370,651 were enrolled for classroom work only, a gain of approximately 45,550 over the previous year. Combined classroom and practice driving courses enrolled 291,602, about 55,000 more than in 1949-50. In 2,801 schools, classroom only training had an average enroll-



(Matt Keevers photo)

PROMINENT members of board of judges of Association of Casualty and Surety Companies' fourth annual National Driver Education Award Program pictured at session in New York at which 27 states and District of Columbia were named award winners for noteworthy progress in driver education. Left to right: Dr. John W. Studebaker, chairman, National Committee for Traffic Safety and former U. S. Commissioner of Education; Manning W. Heard, vice president of the Association and of the Hartford Accident and Indemnity Company; Julien H. Harvey, manager of Association's accident prevention department; and Ned H. Dearborn, president, National Safety Council and chairman of 1951 program's board of judges.

Bay State Patrol Adds Mobility



TWELVE shiny new Indian motorcycles were added to the mobile force of the Massachusetts State Police this past week, when members of the motor equipment group visited Springfield and took delivery. The new additions are the first of the larger, 80 cubic inch Chiefs to be used by Massachusetts State Police officers, have a speed of 100 miles per hour and are guaranteed to keep the most wayward motorist under control . . . or make him sorry about the whole thing.

George Skinner, of Boston, superintendent of motor equipment from the Framingham barracks, is shown attaching the rear license plate to one of the State Police machines. Supt. Skinner is a veteran of 30 years with the State Police.

Supervising the delivery is Bob Finn, sales office manager of Indian Sales Corporation, who handled the equipping of the new motorcycles to meet State Police specifications.

ment of 132 students per school, against 57 per school in 5,121 schools giving both classroom work and practice driving.

In 893 other schools, 45,009 students were enrolled in courses which do not meet standards for driver education. These substandard courses brought to 8,815 the total of schools in which young drivers were given some training last year, and increased total enrollment to 707,262 students.

It was estimated that the total of young drivers trained in high school courses during the past decade probably exceeded 3,500,000.

Ned H. Dearborn, president, National Safety Council, served as chairman of the Award Program's board of judges, which included leading educators and safety specialists. Other judges were:

Dr. John W. Studebaker, of New York City, chairman, National Committee for Traffic Safety and former U. S. Commissioner of Education; Joseph F. Matthai, president, Association of Casualty and Surety Companies; Mrs. George W. Jaqua, Winchester, Ind., national chairman of safety, General Federation of Women's Clubs; Dr. William Jensen, superintendent of schools, New York City; Col. Robert T. Ellett, Jr., president, Porter Military Academy, Charleston, S. C.; Thomas H. MacDonald, Washington, D. C., commissioner, Bureau of Public Roads and chairman, Coordinating Committee, President's Highway Safety Conference.

Also H. Elmer Marsh, of Montpelier, Vt., president, American Association of Motor Vehicle Administrators; James J. Newman, Washington, D. C., chairman, Inter-Industry Highway Safety Committee; Gordon C. Graham, supervisor of safety education, Detroit public schools; David M. Green, principal, Delmar (Del.) High School; Kenneth E. Oberholtzer, president, American Association of School Administrators; Dr. Wayne O. Reed, U. S. Office of Education, Washington, D. C.; J. Harvey Rodgers, superintendent, Gloucester County public schools, Woodbury, N .J.; M. R. Trabue, State College, Pa., chairman, National Commission on Safety Education, and Mrs. Fred Knight, Cartersville, Ga., national safety chairman, National Congress of Parents and Teachers.

Green Cross News

From Page 19

Scooter Safety Film

In an effort to educate youthful riders on the dangers of scooter-bike riding, the Louisiana Safety Association and the Caddo-Bossier Safety Council of Shreveport have recently completed a 15-minute kodachrome sound film on "Scooter Skill and Safety." The color shots are good and a convincing script swings right along with the dramatic action.

Wisconsin Study

Governor Walter J. Kohler, Jr. of Wisconsin has recently approved a legislative act creating an official committee to direct and conduct a study of motor vehicle accident problems. The bill calls for an appropriation of $10,000 to defray the cost of the research and the report.

Public Airing Helps

Alarmed by the heavy increase in drunken driving and the comparatively infrequent convictions, the Sioux City Safety Council recently took the initiative in calling together at a public meeting, police officials, city council members, the county attorney and the municipal judges, to consider the introduction of chemical tests for intoxication in that city. While no decision has been announced by the officials, the promotional build-up for the meeting and the fine publicity afterward must have influenced the very definite traffic accident reductions which followed the public airing of enforcement conditions.

* * *

You haven't really visited the National Safety Congress until you have viewed the exhibits in the Exposition Hall at the Stevens and the Casino Room of the Congress Hotel.

OPERATION *Safety*

"HERE'S how I do it . . ."

This practical approach to the problem of educating the public for traffic safety will characterize the Tuesday morning, October 9, Group Session for Public Safety Education of the 39th National Safety Congress.

The session—to be conducted under the auspices of Operation Safety—will be built around a "County Fair" theme, in which participating community and state safety authorities will exhibit the tools they have used successfully in their own public education work.

Each such display will occupy its own table and will be manned by a representative of the safety group utilizing the educational materials exhibited there.

These representatives will answer questions and discuss public aducation techniques with visitors. By means of a "roving" public address system those discussions having particularly wide interest can be amplified for the benefit of the entire audience.

In effect, therefore, all panel members will participate in the program simultaneously.

While the "County Fair" is in progress, a continual showing of noteworthy traffic safety films produced in 1951 will be underway in an adjoining room.

Highlight of the film showing will be the premiere of the 1951 Operation Safety film series.

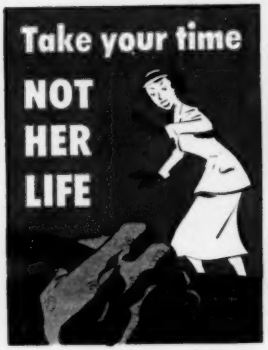
The 1951 series consists of 12 one-minute films, each dealing dramatically and unforgettably with one of the Operation Safety monthly themes. The titles, and the monthly theme to which it is applicable, are:

"Winter's Deadly Tricks," January theme (Winter Hazards); "Command Performance," February (Know and Obey Traffic Laws); "Driven to Destruction," March (Motor Manners); "It's Their Street, Too!" April (Child Pedestrian and Bicycle Safety); "Time to Live," May (Vehicle Maintenance); "Impact," June (Speed Control); "Vacation Victims," July (Vacation Driving); "Survival," August (Signs of Life); "A Lifetime Guarantee," September (Child Safety); "The Dead of Night," October (Night Traffic Hazards); "Fatal Steps," Nov. (Pedestrian); and "Christmas Daze," December (Holiday Hazards).

TRAFFIC and MOTOR

TO MOTORISTS **TO PEDESTRIANS**

FOR NOVEMBER POSTING



NATIONAL SAFETY COUNCIL

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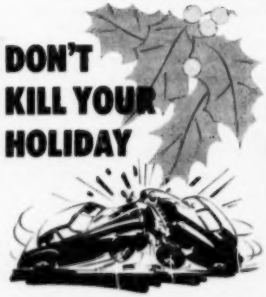
NATIONAL SAFETY COUNCIL

T-9363-B 17x23

ADVANCE SHOWING FOR DECEMBER POSTING



NATIONAL SAFETY COUNCIL

T-9403-C 25x38
T-9404-B 17x23

T-8563-B 17x23

POSTER PRICES

Quantity	25"x38"	17"x23"	8½"x11½"
1-9	$0.29 ea.	$0.18 ea.	$0.09 ea.
10-99	.23 ea.	.15 ea.	.05 ea.
100-999	.19 ea.	.138 ea.	.046 ea.
1000-4999*	.17 ea.	.102 ea.	.034 ea.

(Posters on opposite page are double these prices to non-members of the National Safety Council.) YOUR CREDIT LINE can be imprinted (at the time of the press run) on any of the featured traffic posters of these sizes only: 25"x38" and 17"x23". Details on imprinting and deadline dates for imprinted orders will be sent on request. *Write for prices on quantities of 5,000 or more.

ANNUAL POSTER ORDERS. Write for special rates.

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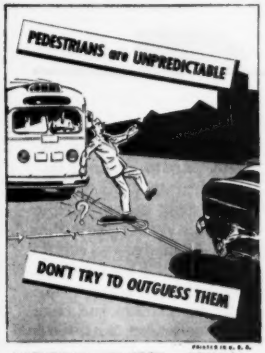


NATIONAL SAFETY COUNCIL

V-9412-B 17x23

NATIONAL SAFETY COUNCIL

V-9414-B 17x23

NATIONAL SAFETY COUNCIL

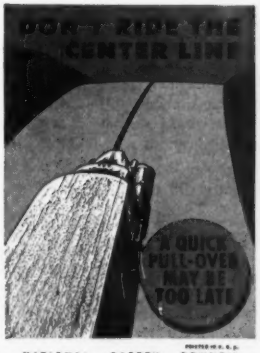
9287-B 17x23

NATIONAL SAFETY COUNCIL

V-8162-B 17x23

NATIONAL SAFETY COUNCIL

V-9132-B 17x23



NATIONAL SAFETY COUNCIL

V-8861-A 8½x11½

NATIONAL SAFETY COUNCIL

V-8343-A 8½x11½

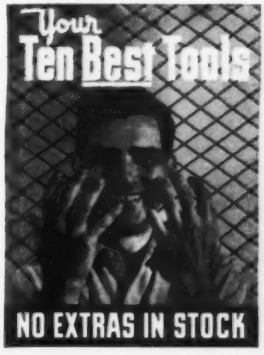
NATIONAL SAFETY COUNCIL

V-8652-A 8½x11½

NATIONAL SAFETY COUNCIL

7883-A 8½x11½

9035-B 17x23



NATIONAL SAFETY COUNCIL

9407-B 17x23

NATIONAL SAFETY COUNCIL

9377-A 8½x11½

The TRAFFIC TOLL

By H. Gene Miller
Director, NSC Statistical Division

Largest August traffic toll since 1941 boosts year's death totals to 23,030, 7 per cent higher than corresponding period last year. Traffic takes 3,560 lives in traffic; millionth death nears.

MORE Americans were killed in automobile accidents in August than in any other month this year.

The total was 3,560—the largest traffic death toll for August since 1941, when 3,954 persons were killed.

The death toll was 11 per cent greater than in August last year and boosted the year's traffic death total to 23,030—7 per cent more than for the corresponding eight-month period of 1950.

Thus the grand total of traffic deaths since the advent of the automobile climbed to more than 986,500 leaving unchanged the earlier estimate that the millionth traffic death will occur about the third week of December.

Ned H. Dearborn, president of the Council, lashed out at the public and official apathy which has permitted the Council's predicted date for the millionth fatality to keep right on schedule instead of being pushed back.

"On March 2 we announced the probable date of the millionth traffic death," Mr. Dearborn said. "The nation has had six months to heed that warning and do something about it.

"But the crazy highway fools are still piling up a shocking toll of dead and injured, the decent drivers are doing little or nothing to demand reasonable safety when they venture on the highway, and a lot of people who are in a position to assume leadership are sitting on their hands.

"Don't let anyone tell you the traffic problem can't be licked," Mr. Dearborn said. "Some states and cities have done it. But it takes guts, energetic action and organized public support. And so far, we haven't had enough of it."

Figures on motor vehicle mileage, although not complete, continued to show a percentage increase over last year comparable to the increase in deaths. For the first seven months of 1951, deaths were up 7 per cent over last year and travel was up 8 per cent, so that the mileage death rate (deaths per 100,000,000 miles) was 6.8—approximately the same as last year.

Of 43 states reporting for August, 25 had more deaths than in August a year ago, 16 had fewer deaths, and two reported no change.

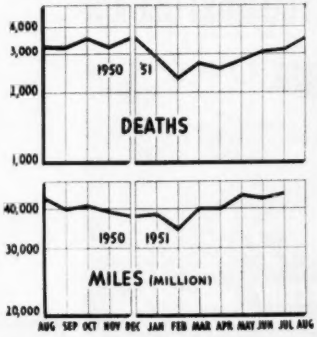
For the first eight months of this year, 29 of the 43 states had more

MOTOR-VEHICLE DEATHS

MONTH	1949	1950	1951	1949-51 Change	1950-51 Change
January	2,360	2,470	2,890	+22%	+17%
February	1,980	2,210	2,300	+16%	+ 4%
March	2,160	2,490	2,710	+25%	+ 9%
April	2,350	2,640	2,560	+ 9%	— 3%
May	2,450	2,700	2,780	+13%	+ 3%
June	2,390	2,610	3,080	+29%	+18%
July	2,810	3,150	3,150	+12%	.0
August	2,910	3,210	3,560	+22%	+11%
Eight Months	19,410	21,480	23,030	+19%	+ 7%
September	2,970	3,200	.....	.....	.....
October	3,090	3,530	.....	.....	.....
November	2,990	3,210	.....	.....	.....
December	3,240	3,580	.....	.....	.....
TOTAL	31,701	35,000	.....	.....	.....

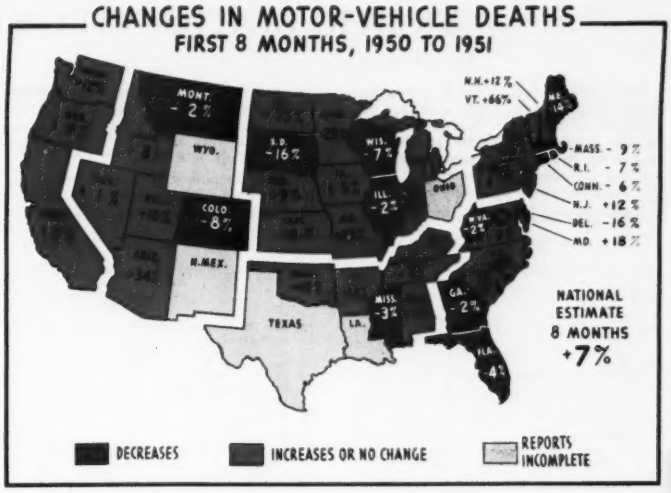
1949 annual total National Office of Vital Statistics; all others National Safety Council estimates. The 1951 national estimate is arrived at by assuming that the percentage change from 1950 to 1951 in the states reporting for both years reflects the 1950-51 change in the entire country. Since national estimates made in this way become more accurate as more states report, revisions are made from time to time as new reports are received for the various months. For this reason the figures given above for 1951 may differ slightly from figures for the same months which will be published in future issues of PUBLIC SAFETY.

MONTHLY MOTOR-VEHICLE DEATHS AND TRAFFIC TRENDS 1950-1951



deaths, while only 14 had fewer deaths. The 14 states were:

South Dakota	—16%
Delaware	—16%
Maine	—14%
Massachusetts	— 9%
Colorado	— 8%
Wisconsin	— 7%
Rhode Island	— 7%
Connecticut	— 6%
Florida	— 4%
Mississippi	— 3%
Illinois	— 2%
Georgia	— 2%
West Virginia	— 2%
Montana	— 2%



An 8 per cent decrease in deaths was achieved by the 431 cities reporting for August. This favorable change indicates that the rural areas and open highways were the dark spots in the August accident picture.

However, the improvement among the cities did not extend to all size groups. It was principally in cities of 500,000 or less population that deaths were fewer. In cities over 500,000 population, deaths were sharply higher than during August a year ago.

Of the 431 cities, 310 had perfect records in August. The three largest of these were: Toledo, Ohio (301,400), Akron, Ohio (273,200), and Omaha, Nebr. (247,400).

For eight months, 92 of the 431 cities still had no-death records. The three largest of these were: Manchester, N. H., (82,600), Cedar Rapids, Ia., (72,100) and Racine, Wis. (70,700).

To Page 35

TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities, except for Louisiana, Michigan, New Mexico and Ohio which are reported by registrars of vital statistics.

Population Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population, assuming that deaths for the rest of the year will follow the normal seasonal pattern. State population rate is the estimated annual number of deaths per 100,000 population, assuming that the monthly average of deaths will remain at the present average for the rest of the year. Population rates are based on the 1950 census.

States shown in heavy type have improved in 1951 compared with 1950 or showed no change. All figures are provisional.

Mileage Rate: The number of deaths per 100,000,000 vehicle miles of travel.

(Figure in parentheses following the 1951 mileage rate indicates the number of months for which the mileage rate is calculated for each state.)

	Months Reported	Deaths Identical Period 1951	1950	1949	% Changes 1950 to 1951	1949 to 1951	1951 Pop. Rate	1951 Mile. Rate	
U.S.	8	23,030	21,480	19,410	+ 7%	+ 19%	24.8	6.8	(7)
Ala.	8	468	463	384	+ 1%	+ 22%	22.9	9.4	(7)
Ariz.	8	237	177	160	+ 34%	+ 48%	47.1	10.3	(7)
Ark.	8	240	211	223	+ 14%	+ 8%	18.8	6.9	(6)
Calif.	8	2,124	1,780	1,730	+ 19%	+ 23%	30.1	7.0	(6)
Colo.	**8**	**216**	**236**	**191**	**— 8%**	**+ 13%**	**24.2**	**5.9**	**(6)**
Conn.	**8**	**151**	**160**	**115**	**— 6%**	**+ 31%**	**11.2**	**3.4**	**(7)**
Del.	**8**	**49**	**58**	**51**	**— 16%**	**— 4%**	**23.0**	**5.9**	**(7)**
Fla.	8	532	557	389	— 4%	+ 37%	28.6	7.9	(7)
Ga.	8	546	557	436	— 2%	+ 25%	23.7	7.3	(6)
Idaho	8	136	126	90	+ 8%	+ 51%	34.4	8.3	(7)
Ill.	**8**	**1,203**	**1,224**	**1,094**	**— 2%**	**+ 10%**	**20.6**	**6.3**	**(6)**
Ind.	8	757	700	710	+ 8%	+ 7%	28.7	7.2	(6)
Ia.	8	371	353	327	+ 5%	+ 13%	21.1	5.5	(7)
Kans.	8	367	326	303	+ 13%	+ 21%	28.7	6.7	(6)
Ky.	8	440	435	349	+ 1%	+ 26%	22.3	8.3	(6)
La.	7	307	292	273	+ 5%	+ 12%	19.6	8.0	(7)
Me.	**8**	**87**	**101**	**85**	**— 14%**	**+ 2%**	**14.2**	**4.4**	**(7)**
Md.	8	352	298	283	+ 18%	+ 24%	22.4	7.6	(6)
Mass.	**8**	**279**	**307**	**270**	**— 9%**	**+ 3%**	**8.9**	**3.4**	**(6)**
Mich.	8	1,058	973	854	+ 9%	+ 24%	24.8	6.4	(6)
Minn.	8	375	292	323	+ 28%	+ 16%	18.7	5.5	(5)
Miss.	**8**	**292**	**302**	**222**	**— 3%**	**+ 32%**	**20.1**	**8.0**	**(6)**
Mo	8	620	504	442	+ 23%	+ 40%	23.4	5.7	(5)
Mont.	**8**	**125**	**127**	**110**	**— 2%**	**+ 14%**	**31.4**	**7.3**	**(6)**
Neb.	8	204	187	145	+ 9%	+ 41%	22.9	5.0	(7)
Nev.	8	70	69	51	+ 1%	+ 37%	65.6	11.6	(5)
N. H.	8	55	49	44	+ 12%	+ 25%	15.4	4.9	(7)
N. J.	8	464	414	357	+ 12%	+ 30%	14.3	4.1	(7)
N. M.	7	197	178	149	+ 11%	+ 32%	48.9	11.0	(6)
N. Y.	8	1,268	1,200	1,158	+ 6%	+ 9%	12.7	5.7	(6)
N. C.	8	643	575	519	+ 12%	+ 24%	23.6	7.6	(6)
N. D.	8	93	53	73	+ 75%	+ 27%	22.3	6.9	(6)
Ohio	7	946	964	965	— 2%	— 2%	20.4	5.8	(6)
Okla.	8	352	306	361	+ 15%	— 2%	23.7	6.2	(4)
Ore.	8	273	250	194	+ 9%	+ 41%	26.9	5.9	(5)
Pa.	8	1,010	945	970	+ 7%	+ 4%	14.4	5.0	(6)
R. I.	**8**	**40**	**43**	**36**	**— 7%**	**+ 11%**	**7.6**	**2.8**	**(7)**
S. C.	8	442	395	343	+ 12%	+ 29%	31.3	10.5	(6)
S. D.	**8**	**94**	**112**	**77**	**— 16%**	**+ 22%**	**21.4**	**3.7**	**(7)**
Tenn.	8	494	466	383	+ 6%	+ 29%	22.5	7.6	(7)
Texas	7	1,269	1,253	991	+ 1%	+ 28%	28.2	7.6	(6)
Utah	8	127	108	108	+ 18%	+ 18%	27.4	8.0	(5)
Vt.	8	53	32	38	+ 66%	+ 39%	20.9	6.1	(7)
Va.	8	624	571	466	+ 9%	+ 34%	28.2	8.7	(7)
Wash.	8	304	272	252	+ 12%	+ 21%	19.1	5.2	(7)
W. Va.	**8**	**219**	**224**	**221**	**— 2%**	**— 1%**	**16.3**	**6.8**	**(6)**
Wis.	**8**	**482**	**517**	**460**	**— 7%**	**+ 5%**	**20.9**	**5.3**	**(6)**
Wyo.	7	94	78	61	+ 21%	+ 54%	55.4	9.7	(5)
CANADIAN PROVINCES									
B. C.	6	73	45	62	+ 62%	+ 18%	12.8	.....	.....
Man.	8	48	43	43	+ 12%	+ 12%	9.1	.....	.....
Ont.	6	384	278	322	+ 38%	+ 19%	17.0	.....	.....
Sask.	7	32	36	41	— 11%	— 22%	6.5	.....	.....

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor-vehicle deaths (where the accident occurred on home or industrial premises) are not included; nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1951 registration death rate which is the number per 10,000 registered vehicles on an annual basis. Vehicle registration figures are for the year 1950 and were supplied by R. L. Polk & Company.

Cities are ranked by death rates—from low to high. When two or more cities have exactly the same rate, ranking is by size of total vehicle registration — from large to small.

Cities shown in heavy type have improved in 1951 compared to 1950.

The population death rate is the number of deaths per 100,000 population on an anual basis. Populations are as of April, 1950.

	Eight Months 1951	1950	1949	1951 Reg. Rate	1951 Pop. Rate
ALL REPORTING CITIES				3.0	9.2
Group I (1,000,000 and over)					
1. Los Angeles, Calif.	172	163	165	3.0	13.2
2. Detroit, Mich.	137	123	106	3.4	11.2
All cities in this group				4.1	9.1
3. Philadelphia, Pa.	109	99	94	4.3	7.9
4. Chicago, Ill.	259	256	258	4.7	10.8
5. New York, N. Y.	368	341	379	4.7	7.0
Group II (750,000 to 1,000,000)					
1. Washington, D. C.	**35**	**43**	**36**	**2.8**	**6.6**
All cities in this group				3.3	9.7
2. San Francisco, Calif.	57	34	34	3.4	11.2
3. Cleveland, Ohio	68	55	66	3.5	11.3
Group III (500,000 to 750,000)					
1. Minneapolis, Minn.	21	19	17	1.7	6.1
2. Milwaukee, Wis.	**28**	**31**	**30**	**2.5**	**6.6**
3. Pittsburgh, Pa.	33	33	45	3.2	7.3
4. Buffalo, N. Y.	38	29	29	3.3	9.9
All cities in this group				3.4	9.4
5. Houston, Tex.	51	44	27	3.9	12.9
6. New Orleans, La.	34	30	25	4.3	9.0
7. Cincinnati, Ohio	49	39	26	5.4	14.7
Group IV (350,000 to 500,000)					
1. Columbus, Ohio	**17**	**30**	**24**	**1.9**	**6.8**
2. Seattle, Wash.	25	23	31	1.9	8.1
3. Portland, Ore.	**24**	**32**	**13**	**2.1**	**9.7**
All cities in this group				2.8	9.7
4. Dallas, Tex.	34	33	16	2.9	11.8
5. Indianapolis, Ind.	**36**	**43**	**30**	**3.0**	**12.7**
6. San Antonio, Tex.	**28**	**35**	**30**	**3.2**	**10.3**
7. Kansas City, Mo.	30	21	15	3.4	9.9
8. Memphis, Tenn.	**22**	**28**	**20**	**3.4**	**8.4**
9. Newark, N. J.	**25**	**28**	**13**	**3.4**	**8.6**
10. Louisville, Ky.	27	21	22	3.7	10.5
Group V (200,000 to 350,000)					
1. Providence, R. I.	6	9	7	1.1	3.6
2. Akron, Ohio	8	19	15	1.3	4.4
3. Honolulu, T. H.	9	16	14	1.5	5.7
4. Syracuse, N. Y.	7	5	8	1.6	4.8
5. Miami, Fla.	20	23	18	1.6	12.1
6. Oklahoma City, Okla.	16	13	8	2.3	9.9
7. St. Paul, Minn.	17	15	17	2.3	8.2
8. Dayton, Ohio	19	13	20	2.5	11.7
9. Atlanta, Ga.	21	14	31	2.6	9.6
All cities in this group				2.9	10.3
10. Toledo, Ohio	25	26	22	3.1	12.4
11. Jacksonville, Fla.	16	26	10	3.6	11.8
12. Richmond, Va.	18	13	12	3.6	11.7
13. Norfolk, Va.	13	12	15	3.8	9.1
14. Omaha, Neb.	18	13	14	3.8	10.9
15. Worcester, Mass.	12	10	8	4.0	8.9
16. Birmingham, Ala.	23	23	15	4.3	11.6
17. Fort Worth, Tex.	32	27	25	4.6	17.3
18. San Diego, Calif.	38	38	31	6.4	17.7
Group VI (100,000 to 200,000)					
1. Waterbury, Conn.	1	3	1	0.5	1.4
2. Bridgeport, Conn.	2	10	2	0.6	1.9
3. Berkeley, Calif.	2	6	18	0.7	2.7
4. South Bend, Ind.	3	7	14	0.9	3.9
5. Wichita, Kans.	5	3	5	1.0	4.5
6. Peoria, Ill.	3	10	5	1.0	4.0
7. Baton Rouge, La.	3	6	6	1.0	3.6
8. Grand Rapids, Mich.	6	6	6	1.1	5.1
9. Erie, Pa.	4	8	6	1.3	4.6
10. Pasadena, Calif.	5	12	6	1.4	7.2
11. Tulsa, Okla.	8	8	12	1.5	6.6
12. Phoenix, Ariz.	8	7	11	1.5	11.4
13. Trenton, N. J.	6	7	6	1.6	7.0
14. Sacramento, Calif.	8	13	18	1.6	8.8
15. Allentown, Pa.	4	1	2	1.8	5.6
16. Little Rock, Ark.	4	5	3	1.8	5.9
17. New Haven, Conn.	6	9	10	1.9	5.5
18. Des Moines, Iowa	9	14	14	2.0	7.6
19. Reading, Pa.	5	6	8	2.2	6.9
20. Yonkers, N. Y.	5	6	4	2.2	4.9
21. Cambridge, Mass.	4	12	4	2.5	5.0
22. Fort Wayne, Ind.	**9**	**10**	**8**	**2.4**	**10.2**
23. Springfield, Mass.	8	5	4	2.6	7.4
All cities in this group				2.6	9.5
24. Evansville, Ind.	9	5	14	2.9	12.3
25. Canton, Ohio	9	7	5	3.0	11.6
26. Chattanooga, Tenn.	**8**	**14**	**7**	**3.0**	**9.2**
27. Hartford, Conn.	10	10	3	3.1	8.5
28. Shreveport, La.	11	4	8	3.4	13.1
29. Flint, Mich.	17	17	10	3.6	15.7
30. Austin, Tex.	11	3	4	3.7	12.5
31. Tampa, Fla.	12	5	10	3.8	14.5
32. Utica, N. Y.	7	2	2	3.8	10.3
33. Spokane, Wash.	15	13	6	3.8	14.0
34. Corpus Christi, Tex.	11	3	5	4.1	15.3
35. Montgomery, Ala.	8	7	4	4.1	11.4
36. Knoxville, Tenn.	13	11	6	4.8	15.7
37. Youngstown, Ohio	18	9	13	4.9	16.1
38. Charlotte, N. C.	17	8	8	5.1	19.1
39. Duluth, Minn.	12	6	9	6.6	17.3
40. Elizabeth, N. J.	13	9	2	6.7	17.3
41. Gary, Ind.	24	19	28	9.3	27.2
Group VII (50,000 to 100,000)					
1. Cedar Rapids, Iowa	**0**	**1**	**0**	**0.0**	**0.0**
2. Racine, Wis.	**0**	**3**	**6**	**0.0**	**0.0**
3. Durham, N. C.	**0**	**1**	**5**	**0.0**	**0.0**
4. Manchester, N. H.	0	2	3	0.0	0.0
5. Kalamazoo, Mich.	**1**	**4**	**3**	**0.4**	**2.6**
6. Lincoln, Neb.	**1**	**2**	**1**	**0.4**	**1.5**
7. Jackson, Mich.	**1**	**3**	**2**	**0.5**	**2.9**
8. Roanoke, Va.	**1**	**3**	**8**	**0.6**	**1.6**
9. Lakewood, Ohio	**1**	**5**	**1**	**0.7**	**2.2**
10. Lynn, Mass.	1	6	1	0.7	1.5
11. Portland, Me.	1	3	2	0.7	2.0
12. East Orange, N. J.	1	1	2	0.7	1.9
13. Oak Park, Ill.	**1**	**3**	**1**	**0.7**	**2.4**
14. New Britain, Conn.	**1**	**2**	**1**	**0.8**	**2.0**
15. Cleveland Heights, O.	1	1	4	0.8	2.6
16. Wheeling, W. Va.	**2**	**11**	**3**	**0.9**	**2.6**
17. Charleston, W. Va.	**2**	**8**	**5**	**1.0**	**4.1**
18. Lubbock, Tex.	**2**	**9**	**1**	**1.0**	**4.2**
19. San Jose, Calif.	**4**	**5**	**7**	**1.0**	**6.3**
20. Brookline, Mass.	1	0	2	1.1	2.6
21. Lancaster, Pa.	2	1	2	1.1	4.7
22. Waterloo, Iowa	**2**	**8**	**1**	**1.2**	**4.7**
23. Alexandria, Va.	**2**	**3**	**1**	**1.2**	**4.9**
24. Rockford, Ill.	**4**	**10**	**7**	**1.3**	**6.5**
25. Winston-Salem, N. C.	**3**	**8**	**4**	**1.4**	**5.2**
26. Clifton, N. J.	**2**	**8**	**4**	**1.5**	**4.6**
27. Springfield, Ohio	3	3	7	1.5	5.8
28. Fresno, Calif.	7	7	5	1.6	11.6
29. Davenport, Iowa	**3**	**5**	**3**	**1.6**	**6.1**
30. Binghamton, N. Y.	3	3	4	1.6	5.5
31. Columbia, S. C.	4	2	4	1.7	7.0
32. Raleigh, N. C.	**4**	**8**	**5**	**1.7**	**9.2**
33. New Rochelle, N. Y.	2	1	1	1.7	5.0
34. Muncie, Ind.	**3**	**6**	**2**	**1.8**	**7.7**
35. Brockton, Mass.	**2**	**3**	**5**	**1.8**	**4.8**
36. Pawtucket, R. I.	3	1	0	1.9	5.5
37. Hamilton, Ohio	**3**	**4**	**6**	**1.9**	**7.8**
38. St. Joseph, Mo.	**3**	**4**	**3**	**2.0**	**6.0**
39. Glendale, Calif.	**6**	**7**	**7**	**2.0**	**9.4**
40. Greensboro, N. C.	**4**	**5**	**5**	**2.1**	**8.1**
41. Bay City, Mich.	3	5	2	2.1	8.6
42. Sioux City, Iowa	4	4	4	2.2	7.1
43. Medford, Mass.	2	1	0	2.2	4.5
All cities in this group				2.3	8.6
44. Charleston, S. C.	**3**	**4**	**3**	**2.4**	**6.6**
45. Saginaw, Mich.	6	6	9	2.4	9.7
46. Topeka, Kans.	5	3	2	2.4	9.6
47. Atlantic City, N. J.	**2**	**9**	**3**	**2.5**	**4.9**
48. Orlando, Fla.	5	4	1	2.5	14.5
49. Berwyn, Ill.	3	0	1	2.6	8.8
50. Covington, Ky.	3	1	2	2.6	7.0
51. Wilkes-Barre, Pa.	4	1	3	2.7	7.8
52. Green Bay, Wis.	4	2	3	2.7	11.5
53. Alameda, Calif.	4	3	2	2.7	9.5
54. Sioux Falls, S. D.	4	4	2	2.8	11.5
55. Mount Vernon, N. Y.	4	1	2	2.8	8.4
56. St. Petersburg, Fla.	8	6	4	2.9	12.5
57. Joliet, Ill.	5	2	5	2.9	14.3
58. Springfield, Ill.	**7**	**8**	**10**	**2.9**	**13.0**
59. Macon, Ga.	5	4	2	2.9	10.7
60. Madison, Wis.	7	4	2	3.1	11.0
61. Albuquerque, N. M.	**10**	**11**	**6**	**3.2**	**15.5**
62. Columbus, Ga.	5	1	3	3.3	9.4
63. Evanston, Ill.	5	4	0	3.4	10.3
64. Jackson, Miss.	7	7	5	3.4	10.7
65. Lorain, Ohio	4	3	4	3.5	11.8
66. Pueblo, Colo.	6	6	3	3.5	14.2
67. Santa Monica, Calif.	7	3	4	3.7	14.7
68. Cicero, Ill.	**5**	**6**	**3**	**3.7**	**11.2**
69. East Chicago, Ind.	3	3	7	3.9	8.3
70. Stockton, Calif.	13	6	11	4.1	27.2
71. Springfield, Mo.	7	1	2	4.1	15.8
72. Huntington, W. Va.	7	3	4	4.1	12.2
73. Decatur, Ill.	8	6	6	4.3	17.7
74. Gadsden, Ala.	3	3	3	4.3	8.1
75. Terre Haute, Ind.	8	8	9	4.4	18.8
76. Portsmouth, Va.	**6**	**7**	**4**	**5.3**	**11.3**
77. San Bernardino, Calif.	12	4	6	5.6	28.7
78. Dearborn, Mich.	17	11	11	5.6	27.0
79. Stamford, Conn.	9	5	2	6.9	18.3
80. Hammond, Ind.	15	7	9	9.5	25.7
Group VIII (25,000 to 50,000)					
1. Boise, Idaho	**0**	**4**	**0**	**0.0**	**0.0**
2. Royal Oak, Mich.	**0**	**1**	**4**	**0.0**	**0.0**
3. Ann Arbor, Mich.	0	0	0	0.0	0.0
4. White Plains, N. Y.	0	0	3	0.0	0.0
5. Billings, Mont.	**0**	**1**	**2**	**0.0**	**0.0**
6. Cheyenne, Wyo.	**0**	**2**	**2**	**0.0**	**0.0**
7. Bloomfield, N. J.	**0**	**1**	**1**	**0.0**	**0.0**
8. Independence, Mo.	0	0	3	0.0	0.0
9. Wauwatosa, Wis.	**0**	**2**	**2**	**0.0**	**0.0**
10. Eau Claire, Wis.	**0**	**1**	**2**	**0.0**	**0.0**
11. Tallahassee, Fla.	**0**	**2**	**1**	**0.0**	**0.0**
12. W. Hartford, Conn.	0	0	1	0.0	0.0
13. Fargo, N. D.	**0**	**2**	**0**	**0.0**	**0.0**
14. Newport News, Va.	0	0	4	0.0	0.0
15. Ithaca, N. Y.	**0**	**1**	**1**	**0.0**	**0.0**
16. Burlington, Iowa	**0**	**3**	**0**	**0.0**	**0.0**
17. Wausau, Wis.	0	0	1	0.0	0.0
18. Meriden, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
19. Beloit, Wis.	**0**	**2**	**2**	**0.0**	**0.0**
20. Watertown, N. Y.	**0**	**2**	**1**	**0.0**	**0.0**
21. Alliance, Ohio	0	0	1	0.0	0.0
22. Kingston, N. Y.	**0**	**2**	**3**	**0.0**	**0.0**
23. St. Cloud, Minn.	**0**	**1**	**1**	**0.0**	**0.0**
24. New Kensington, Pa.	**0**	**2**	**0**	**0.0**	**0.0**
25. Lincoln Park, Mich.	**0**	**3**	**5**	**0.0**	**0.0**
26. Middletown, Conn.	**0**	**1**	**1**	**0.0**	**0.0**
27. Shaker Heights, O.	0	0	1	0.0	0.0
28. Teaneck, N. J.	0	0	1	0.0	0.0
29. Belmont, Mass.	0	0	0	0.0	0.0
30. Tucson, Ariz.	1	1	6	0.4	3.3
31. West Allis, Wis.	**1**	**2**	**2**	**0.6**	**3.5**
32. Mansfield, Ohio	**1**	**4**	**2**	**0.7**	**3.5**
33. Lake Charles, La.	1	0	1	0.9	3.6
34. Poughkeepsie, N. Y.	**1**	**2**	**1**	**0.9**	**3.7**
35. Elmira, N. Y.	**1**	**3**	**0**	**0.9**	**3.0**
36. Palo Alto, Calif.	**1**	**2**	**2**	**0.9**	**5.9**
37. San Leandro, Calif.	**1**	**2**	**2**	**0.9**	**5.5**
38. High Point, N. C.	1	1	1	0.9	3.8
39. Everett, Wash.	**1**	**2**	**3**	**0.9**	**4.4**
40. Plainfield, N. J.	**1**	**3**	**4**	**0.9**	**3.6**
41. Enid, Okla.	**1**	**2**	**1**	**1.0**	**4.2**
42. Hagerstown, Md.	**1**	**3**	**1**	**1.0**	**4.1**
43. Great Falls, Mont.	1	0	0	1.0	3.8
44. Rochester, Minn.	1	1	0	1.2	5.1
45. Clarksburg, W. Va.	1	1	0	1.3	4.7
46. Waltham, Mass.	1	1	1	1.3	5.2
47. Kankakee, Ill.	1	1	1	1.3	5.8
48. Rome, N. Y.	1	0	2	1.3	3.6
49. Bloomington, Ind.	**1**	**2**	**0**	**1.3**	**5.8**
50. Lockport, N. Y.	1	1	0	1.4	6.0
51. Fairmont, W. Va.	**1**	**8**	**4**	**1.4**	**5.1**
52. Manitowoc, Wis.	1	0	1	1.4	5.5
53. Torrington, Conn.	1	1	0	1.5	5.4
54. Rapid City, S. D.	**1**	**3**	**1**	**1.5**	**6.0**
55. Provo, Utah	1	1	1	1.5	5.2
56. Bristol, Conn.	1	1	1	1.6	4.2
57. West Haven, Conn.	**1**	**5**	**1**	**1.6**	**4.7**
58. Vancouver, Wash.	**2**	**3**	**3**	**1.6**	**10.7**
59. Granite City, Ill.	**1**	**4**	**0**	**1.6**	**5.2**
60. Oak Ridge, Tenn.	1	1	0	1.7	5.0
61. Muskegon, Mich.	3	1	2	1.7	9.4
62. Elkhart, Ind.	**2**	**4**	**3**	**1.7**	**8.4**
63. Greenwich, Conn.	**1**	**7**	**4**	**1.7**	**3.7**
64. Zanesville, Ohio	**2**	**4**	**1**	**1.8**	**7.4**
65. Dubuque, Iowa	2	0	4	1.9	6.1

	Eight Months 1951	1950	1949	1951 Reg. Rate	1951 Pop. Rate
66. Council Bluffs, Iowa	**2**	**5**	**3**	**1.9**	**6.1**
67. Mt. Lebanon, Pa.	1	0	0	1.9	5.7
68. Moline, Ill.	**2**	**5**	**3**	**2.0**	**8.0**
69. Waukegan, Ill.	**2**	**3**	**3**	**2.0**	**7.7**
70. Grand Forks, N. D.	1	0	1	2.0	5.6
71. Concord, N. H.	1	0	0	2.0	5.4
All cities in this group				2.1	8.1
72. Oshkosh, Wis.	2	0	4	2.1	7.3
73. Marion, Ohio	**2**	**3**	**1**	**2.2**	**8.9**
74. Colorado Spgs., Colo.	4	2	2	2.4	13.2
75. Sandusky, Ohio	**2**	**3**	**2**	**2.5**	**10.3**
76. Arlington, Mass.	2	2	1	2.5	6.8
77. Beverly Hills, Calif.	3	0	3	2.5	15.6
78. Pensacola, Fla.	4	2	5	2.5	13.9
79. Daytona Beach, Fla.	**2**	**4**	**3**	**2.6**	**10.2**
80. Mason City, Iowa	2	1	1	2.6	10.9
81. Danville, Va.	2	2	2	2.6	8.5
82. Lafayette, Ind.	3	0	1	2.6	12.7
83. Steubenville, Ohio	2	1	0	2.6	8.4
84. Tuscaloosa, Ala.	2	2	3	2.7	6.5
85. Fond du Lac, Wis.	2	1	0	2.7	10.1
86. Ferndale, Mich.	**2**	**3**	**1**	**2.7**	**10.1**
87. Danbury, Conn.	2	1	0	2.7	9.8
88. Anderson, Ind.	4	3	3	2.8	12.8
89. Jamestown, N. Y.	3	2	3	2.8	10.4
90. Hackensack, N. J.	2	1	2	2.8	10.3
91. Manchester, Conn.	2	1	0	2.8	8.8
92. Norwich, Conn.	2	0	2	2.9	8.0
93. Morgantown, W. Va.	2	0	0	2.9	11.8
94. Linden, N. J.	2	2	2	2.9	9.9
95. Stratford, Conn.	**2**	**3**	**0**	**2.9**	**8.9**
96. Kokomo, Ind.	3	3	3	3.0	11.7
97. Hamden, Conn.	2	0	0	3.1	10.2
98. Appleton, Wis.	3	3	0	3.2	13.3
99. New London, Conn.	2	1	1	3.2	9.9
100. Lakeland, Fla.	3	0	2	3.3	14.6
101. West Orange, N. J.	2	2	2	3.3	10.5
102. Portsmouth, Ohio	**3**	**5**	**4**	**3.4**	**12.3**
103. Winona, Minn.	2	0	1	3.4	12.0
104. Bloomington, Ill.	3	2	1	3.6	13.2
105. Chicopee, Mass.	3	1	0	3.6	9.2
106. Fitchburg, Mass.	3	2	1	4.0	10.5
107. Kearny, N. J.	**2**	**6**	**1**	**4.2**	**7.5**
108. Montclair, N. J.	3	1	0	4.3	10.3
109. Highland Park, Mich.	5	4	2	5.0	16.2
110. East Hartford, Conn.	3	2	0	5.1	15.4
111. Superior, Wis.	**3**	**4**	**1**	**5.3**	**12.8**
112. Barberton, Ohio	4	2	1	5.4	21.5
113. San Mateo, Calif.	6	2	1	5.5	21.7
114. Warren, Ohio	**8**	**10**	**1**	**5.8**	**24.1**
115. Revere, Mass.	3	3	2	6.2	12.3
116. Middletown, Ohio	6	2	2	6.3	26.8
117. Norwalk, Conn.	4	2	1	6.6	12.1
118. Newburgh, N. Y.	**4**	**7**	**4**	**7.4**	**28.2**
119. Riverside, Calif.	12	5	7	7.6	38.8
120. Parkersburg, W. Va.	6	2	3	7.7	30.5
121. Orange, N. J.	5	3	2	7.8	19.5
122. Hamtramck, Mich.	4	1	4	7.8	13.9
123. Eugene, Ore.	5	0	2	8.6	21.0
124. Milford, Conn.	3	2	2	8.7	17.1
125. Petersburg, Va.	6	3	1	10.8	25.6
126. Fairfield, Conn.	7	0	1	12.7	34.5

Group IX (10,000 to 25,000)

1. Klamath Falls, Ore.	0	0	2	0.0	0.0
2. Chillicothe, Ohio	**0**	**2**	**3**	**0.0**	**0.0**
3. Salisbury, N. C.	0	0	1	0.0	0.0
4. Mankato, Minn.	**0**	**1**	**1**	**0.0**	**0.0**
5. Ponca City, Okla.	**0**	**2**	**1**	**0.0**	**0.0**
6. Freeport, Ill.	0	0	0	0.0	0.0
7. La Porte, Ind.	**0**	**1**	**2**	**0.0**	**0.0**
8. Westfield, N. J.	0	0	0	0.0	0.0
9. Endicott, N. Y.	0	0	1	0.0	0.0
10. East Detroit, Mich.	**0**	**3**	**0**	**0.0**	**0.0**
11. Rahway, N. J.	**0**	**1**	**5**	**0.0**	**0.0**
12. Aberdeen, S. D.	**0**	**1**	**0**	**0.0**	**0.0**
13. Stillwater, Okla.	0	0	1	0.0	0.0
14. Jacksonville, Ill.	**0**	**2**	**3**	**0.0**	**0.0**
15. Webster Groves, Mo.	0	0	0	0.0	0.0
16. La Grange, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
17. So. Paul, Minn.	**0**	**1**	**1**	**0.0**	**0.0**
18. Bismarck, N. D.	**0**	**1**	**0**	**0.0**	**0.0**
19. Johnson City, N. Y.	0	0	1	0.0	0.0
20. Bluefield, W. Va.	0	0	1	0.0	0.0
21. Martinsburg, W. Va.	0	0	1	0.0	0.0
22. Fort Myers, Fla.	**0**	**2**	**3**	**0.0**	**0.0**
23. Sterling, Ill.	0	0	2	0.0	0.0
24. Brainerd, Minn.	0	0	0	0.0	0.0
25. Kinston, N. C.	**0**	**1**	**0**	**0.0**	**0.0**
26. Griffin, Ga.	**0**	**2**	**0**	**0.0**	**0.0**
27. Fostoria, Ohio	**0**	**1**	**3**	**0.0**	**0.0**
28. McAlester, Okla.	0	0	1	0.0	0.0
29. Sweetwater, Tex.	**0**	**1**	**1**	**0.0**	**0.0**
30. East Lansing, Mich.	0	0	0	0.0	0.0
31. Cranford, N. J.	0	0	2	0.0	0.0
32. Highland Park, Tex.	0	0	0	0.0	0.0
33. Arkansas City, Kans.	0	0	1	0.0	0.0
34. Richfield, Minn.	**0**	**3**	**1**	**0.0**	**0.0**
35. Watertown, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
36. Beckley, W. Va.	**0**	**1**	**1**	**0.0**	**0.0**
37. Norfolk, Neb.	**0**	**1**	**0**	**0.0**	**0.0**
38. Owatonna, Minn.	0	0	0	0.0	0.0
39. Mitchell, S. D.	**0**	**1**	**0**	**0.0**	**0.0**
40. Hawthorne, N. J.	0	0	0	0.0	0.0
41. Windham, Conn.	0	0	2	0.0	0.0

	Eight Months 1951	1950	1949	1951 Reg. Rate	1951 Pop. Rate
42. Central Falls, R. I.	0	0	3	0.0	0.0
43. Sault Ste. Marie, Mich.	0	0	0	0.0	0.0
44. Beaver Dam, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
45. Winnetka, Ill.	0	0	1	0.0	0.0
46. Red Wing, Minn.	0	0	0	0.0	0.0
47. Massena, N. Y.	**0**	**1**	**0**	**0.0**	**0.0**
48. Vernon, Conn.	**0**	**2**	**2**	**0.0**	**0.0**
49. Bristol, Va.	0	0	1	0.0	0.0
50. Virginia, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
51. Ironwood, Mich.	0	0	0	0.0	0.0
52. Whitefish Bay, Wis.	0	0	0	0.0	0.0
53. Moundsville, W. Va.	**0**	**1**	**0**	**0.0**	**0.0**
54. La Salle, Ill.	**0**	**3**	**1**	**0.0**	**0.0**
55. Wethersfield, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
56. East Haven, Conn.	0	0	1	0.0	0.0
57. So. Milwaukee, Wis.	**0**	**1**	**2**	**0.0**	**0.0**
58. Derby, Conn.	0	0	1	0.0	0.0
59. Webster, Mass.	0	0	0	0.0	0.0
60. Modesto, Calif.	**1**	**4**	**3**	**0.5**	**8.7**
61. Vallejo, Calif.	**1**	**2**	**3**	**0.8**	**6.5**
62. Birmingham, Mich.	1	0	2	1.1	9.7
63. Kingsport, Tenn.	1	1	1	1.2	7.7
64. Holland, Mich.	**1**	**3**	**1**	**1.3**	**9.6**
65. Ypsilanti, Mich.	**1**	**2**	**0**	**1.4**	**8.2**
66. Austin, Minn.	1	0	0	1.4	6.5
67. Richland, Wash.	1	0	0	1.6	6.9
68. Rock Hill, S. C.	**1**	**2**	**1**	**1.6**	**6.1**
69. Meadville, Pa.	1	0	0	1.6	7.9
70. Port Chester, N. Y.	**1**	**2**	**1**	**1.7**	**6.3**
71. Fremont, Ohio	1	1	1	1.7	9.1
72. Statesville, N. C.	1	0	0	1.7	8.9
73. Owosso, Mich.	1	1	1	1.9	9.5
74. Minot, N. D.	1	1	0	2.0	6.8
75. Frankfort, Ind.	1	1	3	2.0	10.1
All cities in this group				2.0	8.5
76. Ottawa, Ill.	1	1	0	2.0	8.8
77. Streator, Ill.	1	1	1	2.0	9.1
78. Albert Lea, Minn.	1	0	0	2.1	11.1
79. Grosse Pt. Pk., Mich.	**1**	**2**	**1**	**2.2**	**11.5**
80. Astoria, Ore.	**3**	**2**	**2**	**2.2**	**12.3**
81. Reidsville, N. C.	1	0	0	2.2	12.7
82. Peru, Ind.	1	1	1	2.2	11.3
83. Leominster, Mass.	**1**	**3**	**0**	**2.3**	**6.2**
84. Benton Harbor, Mich.	2	0	2	2.4	16.1
85. Wilmette, Ill.	**1**	**4**	**1**	**2.4**	**8.2**
86. Bristol, Pa.	1	1	1	2.5	11.8
87. Lake Worth, Fla.	1	0	0	2.5	12.8
88. Faribault, Minn.	1	1	0	2.5	9.4
89. Annapolis, Md.	1	0	0	2.5	10.0
90. Walla Walla, Wash.	2	0	3	2.5	12.4
91. Moorhead, Minn.	1	0	1	2.5	10.1
92. Alpena, Mich.	1	1	1	2.5	11.5
93. Stevens Point, Wis.	**1**	**3**	**0**	**2.6**	**9.0**
94. Uniontown, Pa.	2	2	0	2.6	14.7
95. Niles, Ohio	1	1	1	2.7	9.0
96. Naugatuck, Conn.	1	0	0	2.8	8.6
97. Elmwood Park, Ill.	**1**	**2**	**1**	**2.8**	**8.0**
98. Muskegon Hts., Mich.	**1**	**3**	**0**	**2.8**	**8.0**
99. East Moline, Ill.	**1**	**2**	**1**	**2.8**	**10.8**
100. Janesville, Wis.	2	1	2	2.8	12.1
101. Waukesha, Wis.	2	0	1	2.9	14.2
102. S. Charleston, W. Va.	**1**	**2**	**1**	**2.9**	**9.0**
103. Mamaroneck, N. Y.	**1**	**4**	**0**	**3.0**	**10.0**
104. Rye, N. Y.	1	1	0	3.2	17.8
105. Ansonia, Conn.	**1**	**2**	**0**	**3.3**	**8.0**
106. Wooster, Ohio	2	1	0	3.5	21.6
107. Butler, Pa.	3	2	2	3.6	19.1
108. Redlands, Calif.	**2**	**3**	**1**	**3.6**	**16.3**
109. Monroe, Mich.	3	3	0	3.7	21.1
110. East Liverpool, Ohio	2	1	2	3.7	12.4
111. St. Louis Park, Minn.	2	0	1	3.8	13.3
112. Las Vegas, Nev.	**3**	**4**	**0**	**3.9**	**18.4**
113. Goshen, Ind.	2	1	0	4.0	23.1
114. Ridgefield Park, N. J.	1	0	0	4.0	12.5
115. Marietta, Ohio	2	0	1	4.1	18.8
116. Winchester, Conn.	1	0	1	4.2	14.3
117. Highland Park, Ill.	2	0	3	4.9	17.9
118. Chicago Heights, Ill.	3	1	1	4.9	18.4
119. Sumter, S. C.	3	1	2	5.0	22.7
120. Fergus Falls, Minn.	2	0	0	5.0	23.3
121. Groton, Conn.	1	0	0	5.3	7.5
122. Vincennes, Ind.	3	0	1	5.3	23.9
123. River Rouge, Mich.	2	2	1	5.4	14.7
124. Logan, Utah	2	0	1	5.5	17.9
125. Wallingford, Conn.	**2**	**3**	**0**	**5.5**	**17.8**
126. Connersville, Ind.	2	0	3	5.6	19.2
127. Westport, Conn.	2	0	1	5.9	25.9
128. Fort Madison, Iowa	2	1	0	6.0	20.1
129. Shelton, Conn.	2	1	0	7.4	24.2
130. Gardner, Mass.	3	1	2	8.2	25.0
131. Atchison, Kans.	3	0	3	8.3	35.2
132. Darien, Conn.	2	2	0	8.6	26.5
133. Killingly, Conn.	2	1	1	9.2	30.0
134. Windsor, Conn.	2	0	2	9.3	25.4
135. Brookfield, Ill.	3	0	2	9.6	29.0
136. Beacon, N. Y.	3	0	0	12.3	31.9
137. Branford, Conn.	3	0	0	12.4	42.5
138. Watertown, Conn.	2	1	1	14.5	28.0
139. Southington, Conn.	3	2	2	18.7	34.9
140. Stonington, Conn.	2	2	4	30.3	25.4
141. Enfield, Conn.	1	1	2	45.5	9.9

CANADIAN CITIES

Toronto, Ont.	33	25	33		7.5
Montreal, Que.	**49**	**57**	**43**		**8.3**
Vancouver, B. C.	**15**	**18**	**22**		**8.3**

The Traffic Toll

From Page 33

Of the 431 cities, 104 had fewer deaths in August, 1951, than they had during the corresponding month last year, 252 showed no change, and only 75 had more deaths. For eight months, 167 of the cities had fewer deaths. In this group, those with populations of more than 200,000 were:

City	*Death Decrease*	*Per Cent Decrease*
Akron, Ohio	11	—58%
Honolulu, T. H.	7	—44%
Columbus, Ohio	13	—43%
Jacksonville, Fla.	10	—39%
Providence, R. I.	3	—33%
Portland, Ore.	8	—25%
Memphis, Tenn.	6	—21%
San Antonio, Tex.	7	—20%
Washington, D. C.	8	—19%
Indianapolis, Ind.	7	—16%
Miami, Fla.	3	—13%
Newark, N. J.	3	—11%
Milwaukee, Wis.	3	—10%
Toledo, Ohio	1	— 4%

The three leading cities for eight months in each population group, ranked according to the number of deaths per 10,000 registered vehicles were:

Group	*1951 Reg. Rate*	*1951 Pop. Rate*
Over 1,000,000 Population		
Los Angeles, Calif.	3.0	13.2
Detroit, Mich.	3.4	11.2
Philadelphia, Pa.	4.3	7.9
750,000-1,000,000 Population		
Washington, D. C.	2.8	6.6
San Francisco, Calif.	3.4	11.2
Cleveland, Ohio	3.5	11.3
500,000-750,000 Population		
Minneapolis, Minn.	1.7	6.1
Milwaukee, Wis.	2.5	6.6
Pittsburgh, Pa.	3.2	7.3
350,000-500,000 Population		
Columbus, Ohio	1.9	6.8
Seattle, Wash.	1.9	8.1
Portland, Ore.	2.1	9.7
200,000-350,000 Population		
Providence, R. I.	1.1	3.6
Akron, Ohio	1.3	4.4
Honolulu, T. H.	1.5	5.7
100,000-200,000 Population		
Waterbury, Conn.	0.5	1.4
Bridgeport, Conn.	0.6	1.9
Berkeley, Calif.	0.7	2.7
50,000-100,000 Population		
Cedar Rapids, Ia.	0.0	0.0
Racine, Wis.	0.0	0.0
Durham, N. C.	0.0	0.0
25,000-50,000 Population		
Boise, Idaho	0.0	0.0
Royal Oak, Mich.	0.0	0.0
Ann Arbor, Mich.	0.0	0.0
10,000-25,000 Population		
Klamath Falls, Ore.	0.0	0.0
Chillicothe, Ohio	0.0	0.0
Salisbury, N. C.	0.0	0.0

Los Angeles Traffic's *Safer*

From Page 26

portation Department. That was it—*supervision round-the-clock and round-the-calendar.*

And did it pay off? Yea, man, and in spades!

LATL's management is hep to the hazards of traffic. They have to be for 1,135 Los Angeles Transit Lines vehicles are out on the street on scheduled runs—475 street cars, 115 trolley coaches and 545 buses. And 1,938 operators of these vehicles find hazards to be no respecters of persons, especially when they must pilot these vehicles through close to 40 million miles of metropolitan traffic annually, carrying better than 321 million passengers.

Smart transit management knows that close liaison with municipal officials charged with traffic control and accident prevention is a must in this fast-moving world of ours. If they are like Ed Houghton, Cone Bass, Art Tengblad and Joe Prutsman, they're first in line when problems such as cooperative action for civil defense, freeways, loading zones, or any other civic traffic problem calls for solution. They offer ideas, pool their technical skills and lick the problem in mutual accord.

And, it pays off—big. When the City of Los Angeles took steps to check the traffic toll by installing modern methods of applying the three E's of traffic safety, LATL wasn't just standing by, whistling "Dixie"—they were out in the forefront, organizing their own employees, informing them of the new procedures, insisting on compliance with the spirit and the letter of the law, and LATL made a lot of friends in that continuing endeavor.

Up to the first half of 1949, LATL beamed the heavy artillery on the prevention of traffic accidents because they constituted the biggest item of expense but in the second half of the year, the program was broadened to hit at all types of accidents. Traffic was under control.

To me, nothing is more drab than a statistic, and—if you want to be sure of losing an audience — show me a chart, graph or table and I'm soon gone. Joe Prutsman eats them for breakfast. They tell him whether his program is clicking, and, if it isn't working, they locate the trouble spots.

He had the figures broken down to cover everything of consequence and he knew from day to day just what the score was on accidents in this complex transit operation. He even got me to like the charts, graphs and tables which formed his slide rule of accomplishment, for they answered most of the questions I was asking.

And this is what they told us: While improvements were recorded down the line, the most impressive involved traffic, passenger and employee accidents, and collisions between company vehicles. In the years between 1948 and 1950, traffic accidents were reduced better than 26 per cent, passenger accidents more than 31 per cent, and employee accidents—close to 45 per cent. That's money in the bank in transit these days, and it tells the story better than I could of just how Los Angeles Transit Lines has succeeded in their endeavor to lick this problem.

There's nothing mysterious about the methods employed. They are methods which form the accident prevention kit — the stock in trade of every member of the Transit Section of the National Safety Council; they represent the interchange of experience and ideas on accident prevention which is what the Council was organized to do. It's only when you see it in operation that it hits you like this. It's big.

Collisions between company vehicles were reduced more than 76 per cent in these three years. Fatalities dropped from 26 at the end of 1947 to 8 at the close of 1950—a reduction of nearly 70 per cent. Complete tables on all this data are appended to this article, but there's more.

Take the traffic problem. Pedestrian deaths tell quite a story about a company's operating habits. In 1948, 302 traffic accidents involved pedestrians. By the end of 1950 this had been cut to 178—an overall slash of 41 per cent.

As proof that Los Angeles Transit Lines vehicles were being operated more carefully, a breakdown of passenger accidents shows that boarding accidents dropped 70 per cent, alighting accidents were reduced more than 57 per cent and on board accidents were cut 60 per cent over the three year period—1948-50.

Lost-time accidents to employees were reduced more than 44 per cent in the same period with approximately the same reduction in days lost.

Looks like pretty convincing proof that Los Angeles Transit did a job, doesn't it? And then Joe hit me with the book. He pulled out the record showing the reduction in costs per mile of operation of company equipment (in mills). The reductions were listed under three headings:

Year	Bus	Trolley Coach	Street Cars
1948	.13	.22	.12
1949	.10	.21	.12
1950	.12	.15	.12

And, as a sort of final filip, blind claims were chopped percentagewise, too—3.32 in 1948, 3.87 in 1949, 3.00 in 1950. And, if I know anything about the claim department, investigators, attorneys, etc., Joe Prutsman was their pin-up boy in each of these years.

Aside from the monetary savings effected in each of these years, it would seem obvious that the company's public relations were bettered as a direct result of the improvement in its accident record. While some corporations may carry the item of good will on their books at a valuation of $1, when this looks like a fair estimate of its worth, they're practically out of business.

All supervisory personnel in the Los Angeles Transit Lines organization are thoroughly sold on accident prevention. Safety meetings are conducted with all operating and maintenance employees every two or three months. Division and department team and group safety contests are constantly being carried on throughout the company. Safety bulletin boards are located in all company departments and devoted exclusively to the subject of safety. They are changed each week. The men like to keep up on the accident prevention score.

Every employee is interviewed at least once annually in an efficiency check, and superintendents and foremen are thus given an opportunity to suggest ways and means in which the employee can improve his accident record during the coming year. The safety department keeps up a constant educational bombardment, using movies, meetings, contests interviews, awards and records, and—when the record shows an employee is having too many accidents, he is requested by the safety department to attend a special class for the accident repeaters.

During these classes, causes of accidents are discussed and the finger is often put on such underlying causes as attitude, financial difficulties, marital troubles, etc.

Marking a Century of Transit Progress

Ned H. Dearborn (right) president of the National Safety Council, presents a special award of honor to H. L. Bollum, president of the American Transit Association, in recognition of transit's 100 years of service to safety. The ceremonies took place at Transit's Centennial Luncheon at the Waldorf-Astoria in New York. In presenting the award, Mr. Dearborn said, "the transit industry has caught the spirit of the word safety in a way that is worthy of the highest public appreciation. The thousands of men and women of the transit industry have exemplified this spirit of safety in their daily work."

Enforcement is in the hands of the Transportation Department, mainly. About 25 mobile units are constantly patroling company routes. The two primary duties of the supervisory employee are to maintain adequate service for the riding public and to check for infractions of company rules. Special emphasis is placed on excessive speed and violations of traffic signals and grade crossings and these rate a call on the carpet and the rough side of the superintendent's tongue as the very minimum correction.

Shop safety rules are constantly enforced by the foremen and the shop safety committeemen. Adequate safety guards are installed on all shop equipment and employees are constantly checked as to whether they are being used properly. Inspections are made of all departments monthly. In four and one-half years, approximately 450 unsafe conditions have been eliminated or remedied as a result of shop safety committee tours.

All transit vehicles in use are equipped with automatic treadle steps, mirrors are so placed that the operators can see the passengers in the step well, and operators are continually cautioned to throw the emergency switches—locking the doors open—whenever an elderly person either alights from or boards a vehicle. With the emergency switch on, buses can't move, and on trolley coaches when either front or rear door is open the coach can't move either due to the brake interlock. The air pressure on the doors has been reduced from 100 to 35 pounds. With 35 pounds of air on the rear doors, a loaded coach would hold on a 10.2 grade.

The operators know the traffic hot spots on their routes and the safety department checks the routes for high accident locations, forwards reports from the Los Angeles Police Department's Traffic Division on hazardous locations, practices and other information to keep the operators on their toes.

The eight-ball, white elephant and goat trophies for highest accident frequency are going begging on the LATL properties these days and that's all right with management, whose biggest kick comes from the influx of riders. Passengers are turning to Los Angeles Transit Lines in droves, considering the times and the local circumstances. And one of the big reasons, is—as they put it, "it's safer."

LOS ANGELES TRANSIT LINES

TRAFFIC

Year	No. of Accid.	% Inc./Dec.	Freq. rate*	% Inc./Dec.
1948	8,341	—21.0%	20.80	—22.4%
1949	6,781	—18.7%	17.26	—17.0%
1950	6,159	— 9.2%	16.73	— 3.1%

*No. of accidents per 100,000 miles of operation.

PASSENGER

Year	No. of Accid.	% Inc./Dec.	Freq. rate*	% Inc./Dec.
1948	3,871	—19.21%	10.26	—11.7%
1949	3,839	— .83%	10.56	+ 2.9%
1950	2,654	—30.87%	8.27	—21.7%

*No. of accidents per million passengers carried.

EMPLOYEE ACCIDENTS

Year	Days Lost	% Inc./Dec.	No. of Accid.	% Inc./Dec.
1948	3,265	+ 2.9%	206	—24.3%
1949	2,109	—35.4%	123	—40.3%
1950	1,799	—14.7%	97	—21.1%

In 1949, employee frequency rate (No. of employee accidents per million man hours) was 17.5. In 1950 it was 12.6.

LOS ANGELES TRANSIT LINES

ACCIDENT FIGURES

TRAFFIC

Year	Total Reports	% Decrease Freq. Rate
1948	—21%	—22.0%
1949	—18%	—17.0%
1950	— 9%	— 3.0%

COLLISIONS BETWEEN COMPANY VEHICLES

	No. of Reports	% of Decrease
1948	157	—35.6%
1949	102	—35.0%
1950	68	—33.3%

PEDESTRIAN

	No. of Reports	% of Decrease
1948	264	—15.1%
1949	212	—19.7%
1950	178	—16.0%

PASSENGER ACCIDENTS

		% Decrease Freq. Rate
1948	—19.0%	—12.0%
1949	— 1.0%	+ 3.0%
1950	—30.9%	—22.0%

FATALITIES

		% of Decrease
1948	14	—46.2%
1949	13	— 7.1%
1950	8	—38.4%

ACCENT ON TRAINING

From Page 16

He uses *expected* reaction time which is shorter. His stopping distance is shorter. He avoids the accident merely by having the idea of alertness in his mind.

From this point, Dornan swings into the teaching of accident preventability. He diagrams an accident case on the blackboard. The student is given an accident report form and a few minutes are spent showing him how to report the case on the report form. After the driver is familiar with the report form and the accident case under discussion, he asks the new driver his opinion as to whether the accident was preventable. This opens up the whole subject of preventability which is discussed in terms of actual accidents Bluebird experiences most frequently.

Each accident type is discussed in terms of its preventability. These include such types as: rear end collisions, sideswipes, other vehicles hitting rear of bus, hitting stationary objects, pedestrian accidents, passenger accidents, right turns, left turns, intersections, and backing.

Special hazards and "accident traps" are also thoroughly discussed. These include: asphalt pavement after light shower, bricks, wooden block pavement, street car tracks, temperature about 32° and pavement wet, bridges freezing over first, spotty ice, checking radiator safely, stopping buses beside each other.

Drivers are also taught the safety reasons for such special equipment checks as checking the braking system on different road surfaces, when raining, after going through water, when leaving garage, in near freezing weather when raining, and on bridges.

During the training period, Dornan also introduces the company's main incentive program — National Safety Council Safe Driver Award. He explains the rules and gives each new driver a copy of the descriptive booklet "For Experts Only." In telling about the Award, Dornan announces laconically that the average driver can't win an NSC Safe Driver Award at Bluebird because of the heavy traffic encountered. He tells the new driver that the Award is for experts only as the title of the book implies.

While the training program takes 14 days, Dornan knows it is too much to expect to make a safe driver out of a relatively inexperienced man in so short a time. The training program will give him an attitude about accidents that will make his further development as a driver a lot easier. Dornan flatly tells the new drivers that they won't be really good drivers until after two years.

"Drivers have to get used to all kinds of accident traps and about the only way to learn about some of them is through experience," he explains.

Company records show that during the first three months of driving the new man will have a couple of small accidents such as fender dents or scratches. This is expected and tolerated since the man is supposed to learn from these small scrapes. From three to nine months after he's been on the job, the new driver is liable to have a serious accident. The reason for this, Dornan thinks, is that the man is getting over-confident. His self-confidence is outrunning his ability. After two years, however, the driver should have all these training accidents out of his system and should be able to drive without any accidents.

Dornan keeps accident preventability alive in the minds of his drivers through a tight system of accident reporting and follow-up. Bluebird Safety Bulletin No. 5 states that the following shall be considered reportable accidents:

1. If because of contact of your bus with any moving or stationary object there is damage caused to the bus.

2. If because of the contact of your bus with other vehicles or property, there is damage to property or vehicles.

3. If a person claims that he or she has suffered injury or damage to clothes or property, on the bus, before boarding the bus, or after leaving the bus.

4. If another vehicle, or vehicles, are damaged, or injuries are suffered, as a result of a collision near the bus even though the bus is not touched.

A regular accident report form should be completed on all of the above. Also these accidents should be reported in the following manner:

1. Call dispatcher immediately from scene, if injury results or if property damage of over $50 results. If damage is less than $50 call dispatcher not later than end of the trip you are on.

2. Secure courtesy cards on *all accidents*.

3. Make out your regular accident report form and send it to the Safety Department within 12 hours.

4. Call Safety Department the following day to see if any other information is needed.

An accident which could have been avoided is a mark against your record.

Failure to secure necessary information, courtesy cards, and to report all accidents properly is a mark against your record that is just as serious.

While this is a pretty air-tight accident reporting procedure, Dornan feels that photographs of accidents would greatly strengthen the company's position in handling claims and in following up accidents. He is, accordingly, equipping all drivers with cameras. The camera used is a small, recently developed, one in a cardboard case which requires no focusing and will take 12 photos. He plans to have all drivers shoot all 12 of the shots at the scene of each accident. Such photos, he believes, will help prevent many a built-up claim.

Dornan interviews each driver involved in an accident as soon as possible after the event has occurred. He is interested in the man's attitude toward the accident as much as he is in facts relating to the preventability or non-preventability of it.

The National Safety Council Safe Driver Award Plan fits in well with this accident follow-up procedure. Bluebird has had a varied experience with accident review boards but finally has a board that works to the satisfaction of all.

The first board was composed entirely of drivers. They judged practically every accident non-preventable. One would think that such a board would rate ace high with drivers. Actually the union, a company local of the Amalgamated, kicked about it and wanted a change. This board was replaced with one composed entirely of driver instructors. The instructors went to the other extreme and were more strict in their judgment than management itself would have been. The union objected again. Now accidents are judged preventable or non-preventable for Safe Driver Award purposes by an all-management board of review.

SHOT ON THE SPOT

THE production crew of the sound-slide film "Smooth Operation" learned a great deal about city traffic when the script demanded carefully staged traffic scenes. Left to right are Chris Imhoff, NSC fleet safety engineer, technical advisor; Wayne Langston, film director; producer; Henry Bronkema, driver, and truck, both loaned through the courtesy of Marshall Fields, and Ray Mueller, photographer. Premier showing of "Smooth Operations," a film designed to take the fight out of traffic fighters, will be at the Stevens Hotel during Congress week.

In spite of Dornan's statement to the new driver that the average Bluebird driver won't be able to earn an NSC Safe Driver Award, 40 per cent of Bluebird's drivers wear the familiar NSC emblem. Dornan feels that the Safe Driver Award Plan is one of the most valuable parts of the NSC Complete Transportation Service. And so do Bluebird drivers. They value the award because it is issued by a national organization with rules that are the same in Miami as in Seattle. They know it is the nation's highest award for professional safe driving performance and are not bothered by the fact that it is tough to earn. However, they don't let a decision pass lightly. They can put up a scrappy argument before they allow an adverse decision to disqualify them for a higher award.

Bluebird also uses the NSC Driver Letters, posters, *Safe Driver* magazine, and dash cards. These materials form a big part of the sustaining program.

One of the mechanical safety devices used at Bluebird and credited with good accident prevention results grew out of a special problem. For years they were having a high number of pedestrian accidents incurred in the Chicago loop in making right turns through streams of preoccupied shoppers. To eliminate this hazard, Bluebird installed a row of signal lights and a beep device along the right side of each vehicle. Now in making a right turn, the driver actuates the blinking lights and the beeper. This audio-visual warning device has kept pedestrians out of the path of the buses and has practically eliminated this problem.

In the main, however, accidents are prevented at Bluebird by a corps of drivers carefully trained in accident preventability. Being alert for accident traps and knowing how not to get caught in them is a part of their daily job.

As each Bluebird driver threads his way through Chicago's crowded loop and along the congested traffic arteries leading to the suburbs, he keeps in the forefront of his mind the Bluebird adaptation of the defensive driver's code: "Be alert. Expect everybody to do the wrong thing. The 'other fellow' is the one who causes accidents."

List Three Courses at Traffic Institute

Three events are listed for October at Northwestern University Traffic Institute — a seminar, conference and military personnel traffic course. The traffic police administration (long) course opened September 6 and will conclude in January, while the three-week short course will terminate October 19.

The Institute's fall training program includes:

Seminar for Graduates of the Traffic Police Administration Course—October 11-12. More than 35 Institute graduates will return to Northwestern for a seminar designed to acquaint them with new techniques and to consider mutual problems. They will be in Chicago for the National Safety Congress.

Conference on Traffic Law and Court Administration — Oct. 15-19. Another 40 men—judges, prosecutors, police magistrates and justices of the peace—from all parts of the Midwest will attend this conference to be held at the Northwestern University School of Law on the Chicago campus. Conference theme will be the role of the courts in making streets and highways safer.

Motor Vehicle Safety and Traffic Regulation Course for military personnel to be given Oct. 22 to Nov. 16. Thirty-five Army officers are expected for the course, the ninth given by the Traffic Institute in cooperation with the Department of the Army as part of the Army's safety program.

During the fall, the Traffic Institute will also continue developmental work on traffic training for civil defense emergencies for the Federal Civil Defense Administration. Under the FCDA training program from four to eight courses will be conducted for traffic officials, with the first course scheduled for January.

Dier Named New Traffic Engineer at Long Beach

Robert D. Dier, former city traffic engineer at Fresno, California, took over as traffic engineer of Long Beach, California, September 17.

Fresno ranked first in traffic engineering in 1950 among cities from 50,000 to 100,000 population, and tied for first place the year before.

The new post is a step up for Dier. Long Beach is a larger city—240,000 population.

EVANSTON IS SOLVING ITS PARKING PROBLEM

From Page 7

> of a coin for the purpose of extending or continuing the parking time of a vehicle in a parking space for a period of time longer than is permitted by this or any other ordinance or police regulation of the City of Evanston.

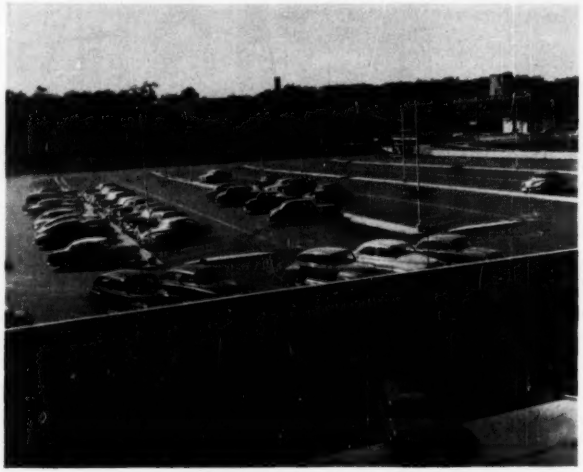
Rigid enforcement of the ordinance made the following return possible: During the 33 months from April, 1948 to December 31, 1950, gross receipts taken in by the 1482 meters in operation amounted to $325,588.87. With this sum the City has obtained $245,600 worth of parking facilities including ten "Off Street" parking lots, office equipment (sorting, counting and wrapping machines), motorcycles, automobiles and parking meters. Since the parking meters have been in use, another survey was made which revealed that instead of an average of 3.4 cars per space per day the turn-over has been increased to 9.6 cars per space per day in the one-hour "On Street" parking areas.

Eight of the "Off Street" parking lots purchased with parking meter revenue are in the business area and two are in residential areas; six of the lots located in the business areas have parking meters with a three-hour parking limit at a fee of 5c per hour permitting a maximum parking limit of three hours. The total parking capacity of these six lots is 290 cars. Two of the six lots are located on the fringe of the business area and have unlimited all-day parking to provide parking spaces for employees. They have a combined capacity of 93 cars.

The two parking lots in residential areas with a capacity of 108 cars are to be used to relieve street parking congestion in areas where there are not enough private garages or street space to accommodate all of the cars of residents in apartment buildings. Spaces in these lots are rented on a three-month basis to residents in these areas. This is the first step in a program designed to provide "Off Street" parking facilities in heavily populated residential areas where streets designed a number of years ago are not wide enough to accommodate parking and still handle the movement of traffic. Following the acquisition of these spots parking regulations will be passed to force the use of these lots. It must be remembered that streets were originally designed to facilitate the movement of traffic and not for the storage of vehicles and it is Evanston's aim to bring this about with the least inconvenience to the public.

Seven hundred additional "Off Street" parking spaces have been provided in the business areas by merchants who have realized that the continued success of their business depends upon parking facilities for their customers.

A large department store, Wieboldt's Stores, Inc., moved into new quarters in February of 1950. Their construction plans included a two-story parking building adjacent to their large store, one-half square block in area, that will accommodate 750 cars. This parking building is connected to their store with an overhead pedestrian cross-walk across the separating street



Two views of the off-street parking garage of Wieboldt's in Evanston. Above both levels are clearly shown, they are both adequately lit and conflict with other moving traffic is almost nil. Below, view from upper garage level shows pedestrian overpass to store.

to permit their customers to cross back and forth with safety.

Wieboldt's claim that their huge double-decked parking structure is one of the largest, if not the largest of its kind in America. Certainly it is a modern affair and reflects the highly integrated cooperation between this establishment and official agencies in Evanston. The two levels provide nearly six acres of asphalt-surfaced parking area, able to accommodate 744 cars at one time.

Each level has a separate entrance from the street, minimizing traffic conflicts. A tower has been constructed above the upper level to aid in rush-period parking operations (especially needed during the Christmas season). An attendant has a direct telephone line to the station at the entrance to the upper level. The towerman flags the incoming cars to proper lanes where there are empty parking stalls. This helps traffic movement on the street, preventing or minimizing snarls at the entrances.

The bridge from the upper level parking lot to store, separates pedestrian and vehicular traffic, and ends on the store's second floor where escalators take customers up or down to the other floors.

With these accomplishments Evanston's parking plan is well under way. There is still a long way to go. Future plans include several more small "Off Street" parking lots and one large "Off Street" parking lot in the main business area that will handle about 700 cars and negotiations are already under way to purchase or lease this needed property. The plan also includes more "Off Street" parking facilities in the residential parts of the city to alleviate congested parking in heavily populated areas.

Parking meters in themselves are not the answer to the parking problem but they will provide the necessary funds, which otherwise could not be obtained, to assure adequate parking spaces in the future for the driving public.

A large amount of credit for the success of the Parking Committee's program is due to the cooperation of the Evanston Chamber of Commerce, which supplied 100,000 pamphlets explaining the use of the parking meters and maps showing the location of all the "Off Street" parking areas, and the Evanston Plan Commission in their far-sighted view of the parking problem and their consistent backing of the enforcement effort needed in its solution.

Spinning Wheels
Sometimes pay here
...but NEVER HERE!
Install HIGHWAY SAFETY
Elston Electric
For year 'round safe driving
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OHIO RATES HER ROADWAYS

From Page 17

Survey. The first step consists of collating all accident cards with basic inventory cards of every highway section. The function of the collator is to bring together, compare and match accident cards—each representing one accident — with a corresponding inventory card for that particular section of highway.

When this operation is completed, all traffic accident cards are interspersed or "merged" with their respective inventory cards, according to county, route number and section. If an accident card has been improperly punched or coded in identification fields, such card is automatically rejected by the collator. Thus errors in accident referencing, punching, and coding are discovered in the initial operation.

After completing the collating procedure, the accident cards, still interspersed with basic inventory cards, are ready for summary punching. This phase of operation involves the taking of information from all accident cards on a particular highway section, together with information from the master inventory card of the same section, and summarizing such information on another punch card which is referred to as a "summary" card.

As the cards are run through the summary punch, controls "sense" the beginning of a new road section and accident data, which have been accumulating on machine counters, are transferred to the summary card in any desired position or field. At the same time, section identification fields are also punched on the summary card, together with surface type, width and daily travel in vehicle miles.

Upon completion of summary card punching, a summary card is available for each section of highway on which one or more accidents have occurred. (See illustration of typical summary card). Information carried on the summary card is as follows:

1. County
2. Route Number
3. Section
4. Length of section
5. Type of pavement
6. Width of pavement
7. Daily vehicle miles
8. Fatal accidents
9. Personal injury accidents
10. Property damage accidents
11. Motor vehicle collisions
12. Non-collision accidents
13. All other type accidents
14. Intersection accidents
15. Night accidents
16. Accidents on wet pavement

The next procedural phase deals with machine computation of accident rates and ratios for each highway section. The information obtainable follows:

(1) Annual travel in millions of miles.
(2) 24-hour average traffic.
(3) Accidents per mile of highway.
(4) Accidents per million miles.
(5) Per cent night accidents.
(6) Per cent accidents on wet pavement.
(7) Per cent intersection accidents.
(8) Per cent non-collision accidents.

One of the first reports compiled from 1950 summary cards was a listing of all sections of state highway by county, route number and section. With this report, it is possible to follow any particular route through every county, with the accident experience of each road section.

Another report carried almost identical information, the major difference being the arrangement of printed information. By pre-sorting summary cards in descending order of accident rate per mile, the first highway section listed on the tab sheet identified that section with the highest accident rate. Other highway sections followed in descending order of accidents per mile of highway.

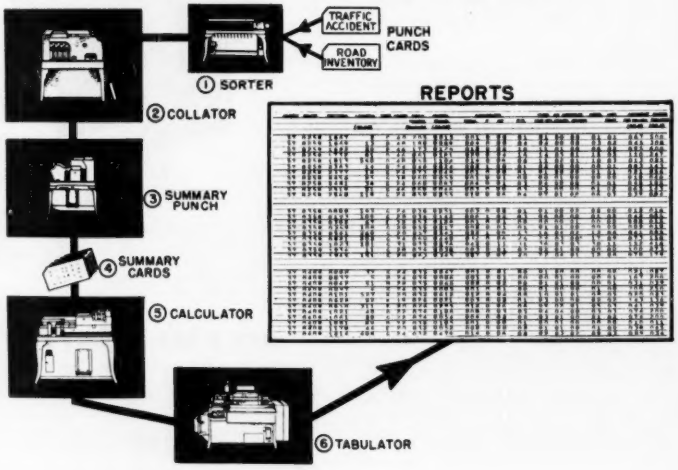
The push-button system of summarizing accident records is merely the beginning of research activity heretofore virtually impossible. Among proposed studies are those relating to accident rates for various pavement types or pavement widths, sections of highways with high ratios of night accidents, sections with accident occurrence most frequent on wet pavements and other related studies.

In view of the fact that the present summary card uses only 65 of 80 columns, it is proposed to use these columns on the 1951 summary card to include additional information useful in traffic accident research. Such information might include a summarization of directional analysis data, number of deaths and injuries on each road section and the violation pattern of reported accidents.

This new method of machine tabulation of accident data was worked out by Harold Kaiser, accident records statistician, Division of Traffic and Safety, in collaboration with C. H. Makeever, assistant chief engineer, Bureau of Planning and Programing, and F. J. Murray, chief engineer, Ohio Highway Planning Survey, all of the Ohio Department of Highways.

FLOW DIAGRAM OF TABULATION PROCEDURE

MACHINE SUMMARIZATION OF TRAFFIC ACCIDENT DATA



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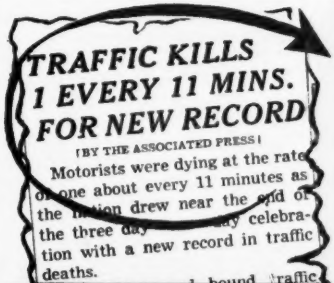

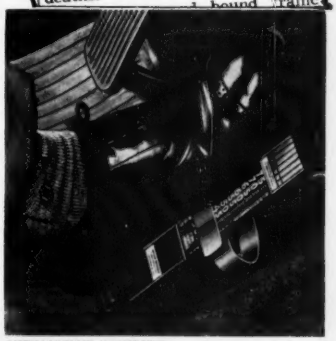

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You Have to TELL 'EM TO SELL 'EM

From Page 9

with prizes are popular and displays built around accident photographs, supplied by the Committee, never fail to capture attention in community after community throughout the State.

We're taking the traffic problem down home and talking to Virginians in terms that apply to their own interests. At the same time, we're passing along the experience and planning aids available from national organizations throughout the country.

And, of course, despite untiring official action, no solution can be expected for our traffic problem until public education in turn results in public support. Not only must the citizen do his part in educating the public to traffic safety, but he must also uphold official action and cooperate with official programs.

The conjuring up of public support is a hard, thankless task. But it must be done, and reach such a pitch that the individual not only practices traffic safety himself but spreads the message and does his civic duty in countless other ways.

Public support is not going to be gained quickly nor all at one time. Official action has its place, but if the change comes it is going to be dependent largely upon the efforts of the private citizen who makes himself a civilian leader in the field. Such men are rare today but they can be found.

Such workers, as enthusiastic and tireless as they may be, are handicapped by conflict with their business and other interests, lack of materials and information and, certainly at first, unfamiliarity with promotion methods. To them Operation Safety is the perfect answer and in Virginia many such workers have acquired a professional technique in traffic safety education.

Where a community does not carry out Operation Safety's year-round program, local organization will, in many cases, take over one of the monthly themes with the cooperation of a field representative, using certain Operation Safety materials furnished by the Governor's Highway Safety Committee.

The monthly theme and associated materials distributed throughout the state at the same time bring more of a concentrated effort on a statewide basis than would various organizations working independently on different phases of traffic safety.

With all its effectiveness, possibly the greatest contribution of Operation Safety is the manner in which it furnishes a medium for training the nonprofessional worker who is badly needed to supplement official activities in molding public support and understanding. It is through such a medium as Operation Safety that the battle of public education will be won.

RUBBER STAMP this ACCIDENT DIAGRAM
YOU can make a picture of the accident easily and accurately with Forbes Handy Traffic Reporting Kit. Used by many municipal organizations as standard equipment for:
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TRAFFIC SURVEYS
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Release Test Report on Specialized Tires

A report entitled "The Performance of Specilized Tires on Packed Snow Surfaces" has just been published by the Council's Committee on Winter Driving Hazards. This report is a technical summary of stopping distance and traction ability tests conducted by the Committee last winter at Clintonville, Wisconsin.

The report covers the performance of various tires designed for winter use, including the "winterized" type, the "mud-snow" type, and the "winterized mud-snow" type. All results are compared with performance under similar conditions of a conventional tire. Also included is a comparison of the effectiveness of tire chains in relation to conventional tires.

All of the tests included in this report were conducted on packed snow surfaces; the previous year's report, entitled "A Comparison of the Effectiveness of Winterized and Mud-Snow Tires," covered similar tests on ice.

Single copies of the current report are available free upon request to the National Safety Council.

* * *

The Congress Party—official playtime for the delegates—will be held Thursday night at the Stevens. All the best acts from the Loop bright spots will be on hand and there will be dancing until midnight. Tickets are $1, including tax—the best entertainment buy in America.

PAYDAY AT CAMP McCOY

From Page 13

motor vehicle accidents involving Camp McCoy personnel and to recommend punishment for guilty parties.

5. Establishment of a scale of distances military personnel are permitted to drive from the post, with distances varying in relation to the length of furlough — to eliminate the hazards involved in driving long distances in short periods of time.

6. Display of posters, including a "live" poster showing a wrecked car marked with appropriate signs—a constant reminder to soldiers, and civilian drivers too, placed just outside the main gate.

Officers and men in charge of motor vehicle safety promotion think it's pay day safety-wise, when they look at the almost immediate results of their efforts.

Safety Engineer Guggenbuehl reports that during the six months leading up to their renewed emphasis on accident prevention, the McCoy accident rate for military vehicles alone shot up from .81 accidents per 100,000 miles of travel to 1.25—with not a single intervening month showing a reduction in the accident rate. At this point many of the activities described above were inaugurated, and others were given fresh emphasis—and the accident rate slid to .54, a 56 per cent reduction from the previous month's high. The following month, in spite of the fact that military vehicle mileage was double the monthly average, the accident rate went up only slightly, to a relatively low .63.

As of this writing (September 7), the post has experienced 24 consecutive death-free days. The only exciting thing about this is that it is a post record, and must be evaluated in the light of the fact that, previous to this period, 16 soldiers lost their lives in the space of seven months, within a radius of 150 miles from camp—not counting the civilian casualties involved in these mishaps.

Perhaps it is too early to make a really sound estimate of the eventual outcome of McCoy's accident prevention efforts. All the evidence at hand, however, points to the fact that progress is being made toward the solution of a serious problem.

Camp McCoy is busy training men to be good soldiers and citizens. At the same time it is developing a fine group of responsible drivers. And Wisconsin is glad of it.

Appoint New Washington State Highway Commission

Members of the new Washington State Highway Commission have been appointed by Governor Arthur B. Langlie. They are: Fred G. Redmon, L. B. Wallace, Ray L. Moisio, John E. Maley and George B. Simpson. The commission appointed W. A. Bugge director of highways under the new law.

Herbert C. Higgins has been appointed office engineer and secretary to the new commission, and R. G. Still has been named acting traffic engineer, replacing Mr. Higgins.

Announcing

ECONO SIGNS for traffic control

Advantages:

1. First cost, 50% less
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NOT METAL, but better. Econo signs are fabricated of an entirely new base material—*Duolux*. It's very light, yet incredibly hard to break. Most important, Duolux doesn't rust, corrode, absorb moisture, swell, split, or crack.

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Write for prices and SPECIAL TEST OFFER.

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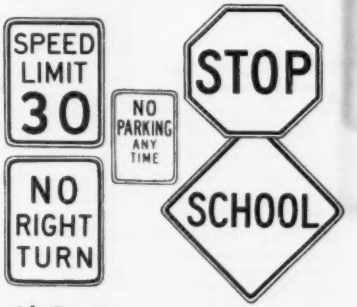

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- Non-standard Econo signs made to order quickly. Write for prices . . .

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Des Moines AAMVA Driver License Workshop Moves for Uniformity

MIDWEST states participating in the driver license workshop, sponsored by Region III of the American Association of Motor Vehicle Administrators at Des Moines, Ia., took several steps designed to achieve greater uniformity in driver license laws and their administration.

One of the developments was the origination of a driver control report form (4x6 inches in size) to be used by all of the participating states in reporting to their home states such non-resident drivers who were convicted or warned of traffic law offenses or involved in accidents.

As to licenses for minors, the workshop agreed that the father, mother or guardian, and not both father and mother, should be required to sign under oath the application of any person under 18 for an instruction permit or operator's license. The present Act II of the Operator's and Chauffeur's License Act recommends signing by both parents, if living.

Referring to Section 17 of Act II relating to examination of applicants, the workshop pointed out that all administrators had agreed that every Region III state should have an examination system meeting the minimum requirements recommended in A.A.M.V.A.'s Manual on Driver License Examination Standards and Procedures.

"Where this section of the law is not included in any state law," said the agreement drawn up at the workshop, "it should be adopted at the earliest possible moment, and where examinations are authorized by statute the administrators should immediately establish" the recommended minimum requirements. "Driver examinations," the agreement continued, "should be given by uniformed examiners especially employed and trained for this activity."

Section 4 of Act II refers to a non-resident as "every person who is not a resident of this state." The workshop proposed that a sentence be added as follows: "For the purpose of this Act any person who remains in this state for a period of 90 days shall be deemed a resident of this state."

The workshop hit at the practice of some drivers who attempt to keep driver licenses from more than one state at one time. It recommended that the following paragraph be added to Section 10 of Act II on "What persons shall not be licensed."

"To any person who has had a driver's license in any other jurisdiction unless he furnish the department with a copy of an abstract of his operator's record from such other jurisdiction, if available. Such operator's record shall become a part of the applicant's record in this state. Such applicant shall be required to surrender to the department all current driver license certificates previously issued to him by any jurisdiction. No person shall be permitted to have more than one valid driver's or chauffeur's license at any time."

The workshop further recommended that the driver license laws of every state include Sections 26 through 31 and Section 34 of Act II and that all state laws at variance with these sections be repealed.

E. P. Lee, supervisor of driver licensing in Minnesota, was workshop director and was active in planning the agenda. He presided over the workshop sessions. Kenneth F. Neu, A.A.M.V.A. field representative for Region III, worked with Mr. Lee, Region President Foley, of Ohio, and other administrators of the region on details of the arrangements. Pearl W. McCurry, Iowa Commissioner of Public Safety, was host to the visiting administrators during the sessions.

American Trucking Ass'n 1953 Convention Site Picked

With the 1951 annual convention of the American Trucking Associations, Inc., slated for Chicago the week of October 22-26, and the 1952 convention lined-up for the Waldorf-Astoria in New York, the ATA administrative committee on conventions picked Los Angeles as the site of the 1953 annual meeting of the trucking organization.

The New Statler and Biltmore hotels will house the meeting but reservations will not be accepted until early in '53.

• • •

Comment by the father of quintuplets: "I must have just come to my census!"

ANSWERS hundreds of questions on the many aspects of defense against atomic, bacterial, and chemical attack—tells about aircraft, guided missiles, poison gases, incendiary bombs, radiation—with methods for protecting industries, communities, homes, and individuals—and a guide to a civilian defense program for national, state, and local governments. By Augustin M. Prentiss, Brig. Gen'l., U.S. Army (Ret.). 429 pages, 64 illus., $6.00.

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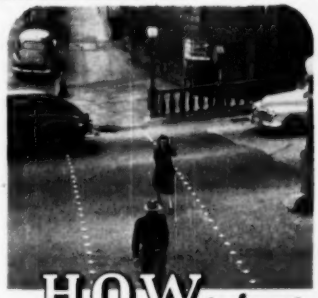

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California Studies Tinted Windshields

Preliminary testing of tinted windshields to find out how such devices affect visibility distances at night is reported in the current *Quarterly Bulletin* of the Institute of Transportation and Traffic Engineering of the University of California.

Some tests have been conducted in cooperation with the California Highway Patrol. A test course was set up at Davis Airport, where illumination could be confined to the headlights of a test car. A dummy pedestrian and panels were spotted around the course, and observers riding in the test car were asked to identify the objects as soon as possible while riding at speeds of 35 to 50 mph, looking through an ordinary windshield and then a tinted one.

In a total of 50 observations by five observers, the dummy was seen about 40 feet further away and the other objects about 100 feet further away, when viewed through the ordinary windshield. The windshield under test was one which is tinted a light green, having a 70 per cent light-transmission factor (which meets ASA standard) in the lower portion and an increasingly heavy tinting in the upper portion where light transference drops to 15 per cent.

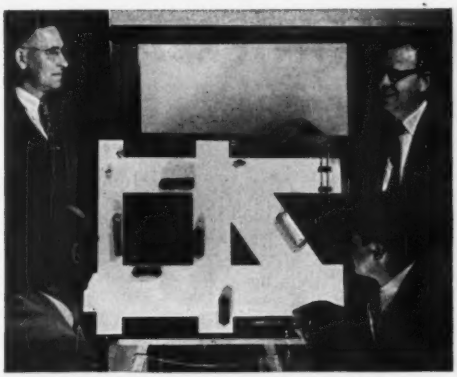
Results of the preliminary testing are deemed far from conclusive, but significant enough to justify considerable study of the subject. Tinted windshields are being advocated primarily as a means of cutting down the transmission of radiant heat, but this effect is usually accompanied by a reduction in the transmission of visible light.

AAMVA to Hold Three Regional Training Courses

In cooperation with Northwestern University Traffic Institute, the American Association of Motor Vehicle Administrators will conduct three regional courses to train driver license examiners.

A two week session is slated for Northeastern University, Boston, Mass., October 15 to 26. Others are at University of Alabama, November 5 to 16; and University of California (Extension Center), San Francisco, December 3 to 14.

The courses are financed through a grant from the Farmers Insurance Group Foundation of Los Angeles and through Association funds.



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Here is an aid that has proven practical in teaching visually the principles of safety. It's simple, effective and works wonders in teaching your drivers.
The MAGNO SAF-T BOARD is the result of studies by outstanding safety instructors and engineers. Safety directors, traffic managers, driving instructors, insurance agents and adjusters get a clear picture of how accidents occurred visually by reconstruction of conditions.
It is now being used from coast to coast by fleet owners, insurance and public utility companies, colleges and schools, and many other concerns interested in public safety. Consisting of a BOARD with typical street intersections on one side. The other side is a BLACKBOARD on which any street or road situation can be drawn with chalk and then erased. It has scale models of vehicles, traffic markers and accessories that can be placed in any conceivable traffic situation.

Write for our folder. It contains full information.

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RECOMMENDED READING IN TRAFFIC

Judge and Prosecutor in Traffic Court—published jointly with the American Bar Association. A new symposium on major traffic court problems. 18 chapters by 12 authors. 350 pages. $5.50.

Accident Investigation Manual—textbook on traffic accident investigation techniques. 241 pages. $2.50.

The Evidence Handbook for Police—by Franklin M. Kreml. Prepared to aid police officers in gathering admissible evidence and preparing cases for presentation in court. 148 pages. $2.50.

Traffic Engineering and the Police—by Henry K. Evans and Franklin M. Kreml. Relates the work of the policeman to a variety of traffic engineering problems. 103 pages (illustrated). $2.00.

Chemical Test Case Law—by Robert L. Donigan. Legal and constitutional issues in chemical tests for intoxication. 83 pages. $2.00.

The Medico-Legal Aspects of the Blood Test to Determine Intoxication—by Mason Ladd and Robert B. Gibson. 77 pages. $1.00.

Directing Traffic—Vehicle Movements—discussion dealing with traffic at intersections. 21 pages (illustrated). $0.15.

Directing Traffic—Signals and Gestures—specific guidance on traffic direction by hand-and-arm signals. 9 pages (illustrated). $0.15.

Driver Improvement Through Licensing Procedures—by James Stannard Baker. Publ. by American Association of Motor Vehicle Administrators. $2.00.

ADDRESS ORDERS TO: Dept. N, Traffic Institute
Northwestern University
1704 Judson Avenue, Evanston, Illinois

POTTSTOWN PREACHES A SAFETY CRUSADE

IT all started one Sunday morning. A fine, young family of five stepped out of a church, thoughtlessly jaywalked into a sea of swift moving automobile traffic.

The father carried an infant in his cradled left arm. Mother had two little tots by the hand. They nervously stood on a traffic-dividing white line while speedsters actually swished their coattails.

Traffic was heavy. It always was heavy Sunday mornings. It was swift, too. Anxious motorists scurried to beat the lights. Sunday was an off day and traffic police were not on duty.

There was a lovely, young family, marooned in a dangerous spot. They had just come out of a church.

"Why, you must save a life before you save a soul!" was the thought of Shandy Hill, managing editor of The Pottstown (Penna.) *Mercury*, as he watched the lives of five dangle on that white traffic stripe.

The thought led to a unique safety campaign, a safety movement to protect the lives of men, women and children attending church from the dangers of traffic.

Safety patrol campaigns were staged in the schools. Pottstown was one of the original public school districts that instituted the school safety patrol idea. For 16 years Pottstown had stationed young school child traffic directors at busy intersections. In those 16 years, not one child had been injured at any intersection protected by school patrols.

Why not such a safety campaign in the churches? Why not protect the young, and especially the dotering old who may be unaccustomed to heavy downtown traffic because they went to church only one time a week?

The questions were asked in a *Pottstown Mercury* editorial.

Shandy Hill followed by enlisting the aid of the churches. A mens' brotherhood, which represented every church, accepted sponsorship of a safety campaign. Then the Boy Scouts were conscripted.

National Safety Council posters went up in the churches, on the church bulletin boards. They shouted: "Don't try to bluff the Big Guy," as an admonition against courting traffic disaster.

The safety campaign first warned against jaywalking. Then the Boy Scouts edged the sidewalks, refused to allow churchgoers to jaywalk. They augmented their duties by escorting the aged across busy street intersections. They directed traffic at street corners having no traffic lights.

Success was immediate. In Pottstown churchmen were pleased by cooperation from churchgoers, as well as with the efficiency of the traffic directors.

But greatest endorsement came from the Rev. Jesse D. Reber, Harrisburg, Pa., associate general secretary of the Pennsylvania Council of Churches. His association, which co-sponsored with Governor John S. Fine's highway safety committee, a campaign to keep Pennsylvania's children safe on the streets, commended Pottstown for its community spirit.

Then the state Council of Churches suggested: "It is our earnest hope that pastors and Sunday school teachers will incorporate the doctrine of safety for our precious youngsters in at least one of their sermons and lessons.

"I feel," said the Council of Churches head, "that the pulpit and the Sabbath school classroom can be potent influences in behalf of renewed safety consciousness."

Photo Courtesy Pottstown Mercury

Pastors of Pottstown's churches cooperated in traffic control and accident prevention program sponsored by the *Mercury*. Parishioners of all denominations heard sermons on the subject of our responsibility for our own welfare and that of our neighbor. And it worked.

ADVERTISER'S INDEX

Econo Signs, Inc. 45
Forbes Stamp Co. 44
Graubards 43
Harley-Davidson Motor Co. 1
Highway Safety Appliances, Inc. 41
Magno Saf-T Board 47
McGraw-Hill Book Co. 46
National Safety Council 38-39
Rhodes, M. H., Inc. 2
Speed-Minder Laboratories, Inc. 43
Traffic Institute 47
Traffic Safety Supply Co. 46
U. S. Treasury Dept. ..... I.B.C.
Weaver Mfg. Co. ..... B.C.
Western Railroad Supply Co. ..... I.F.C.

Forbes to New Research Post

T. W. Forbes took over his new duties as executive secretary of the National Research Council's committee for the study of driver behavior on August 1.

Formation of the group was an outgrowth of a report of the President's Highway Safety Conference two years ago, recommending intensification of research in this field. Forbes was with the staff of the University of California's Institute of Transportation and Traffic Engineering, as visiting associate professor of Engineering and of Psychology—Los Angeles campus.

He takes over the post at the inception of the new work. Correlation of driver-behavior studies now under way by many agencies will be one of the first objectives.

Announce Nine JayCee Traffic Safety Awards

The United States Junior Chamber of Commerce has just announced the selection of nine local JayCee organizations for awards for best public support programs developed to back highway safety.

Clubs are grouped by city population. The winners are: Texas City, Texas; Fort Madison, Ia.; Dixon, Ill.; Fort Fayetteville, N. C.; Rockford, Ill.; Ogden, Utah; Minneapolis, Minn.; Savannah, Ga.; and Chicago.

Medal of Honor

Lieutenant Frederick Henry of Clinton, Oklahoma—Medal of Honor for sacrificing himself to save his platoon in combat near Am-Dong, Korea, September 1, 1950. When the platoon could no longer hold its position, Lieutenant Henry ordered the men to pull back. But someone had to stay behind to provide covering fire. He chose to be that man, and was lost.

Always remember this—Lieutenant Henry offered his life for more than just a small platoon in far-away Korea. It was also for America. For you.

Isn't there something you can do when this man did so much? Yes, there is. You can help keep the land he loved solid and strong and secure. You can do a job for defense . . . by buying United States Defense* Bonds, *now!* For your bonds give your country greater strength. And a strong America is your best hope for peace and freedom—just as it was his.

Defense is your job, too. For the sake of *every* man in service, and for *yours*, start buying more United States Defense Bonds now.

Remember that when you're buying bonds for national defense, you're also building a personal reserve of cash savings. Remember, too, that if you don't save *regularly*, you generally don't save at all. Money you take home usually is money spent. So sign up today in the Payroll Savings Plan where you work, or the Bond-A-Month Plan where you bank. For your country's security, and your own, buy U. S. Defense Bonds now!

U.S. Savings Bonds are Defense Bonds - Buy them regularly!

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Springfield, Illinois

20 years ago....

Weaver pioneered official inspection of motor vehicles

Today....

the continued and extensive use of WEAVER equipment is proof of value and acceptance!

Memphis, Tennessee

The records speak for themselves.

The *first* motor vehicle safety inspection was held on the Court House square in Springfield, Illinois, April 28-30, 1930, using a Weaver "Safety Lane"*.

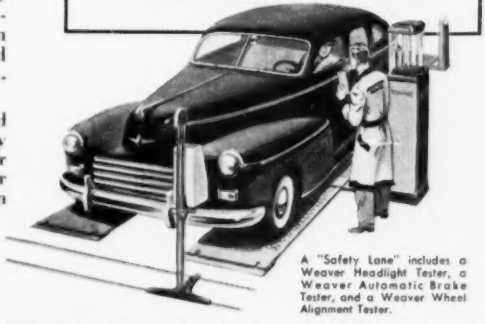
Then, as now, the mechanical checks for defects in safety factors were made with the use of a Weaver Headlight Tester, Wheel Alignment Tester, and Brake Tester (as indicated by arrows in top picture showing Springfield's inspection back in 1930). During 1930 and 1931 Public Safety Lane Inspections of Vehicles were held in 291 cities from coast-to-coast. In Memphis Official Motor Vehicle Inspection Stations have always been 100% Weaver equipped. The large picture reproduced above, shows 5 Weaver Safety Lanes in the newest station built by Memphis.

Consider the fact that Weaver has the background and experience to know what is required, and it is easy to understand why so many stations are 100% Weaver equipped. You are cordially invited to write to Weaver for information about establishing a vehicle inspection program in your city or state.

SAVE LIVES... act now to have all cars officially checked at regular intervals on

WEAVER

***Safety Lane Equipment**



A "Safety Lane" includes a Weaver Headlight Tester, a Weaver Automatic Brake Tester, and a Weaver Wheel Alignment Tester.

***Safety Lanes ARE MADE ONLY BY THE WEAVER MANUFACTURING COMPANY · SPRINGFIELD, ILLINOIS**

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